

Special Features This Issue
"Classics on the Vermillion River"
"Rowing the Green Heart of Holland"



messing about in **BOATS**

Volume 22 - Number 8

September 1, 2003



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Commentary...

Bob Hicks, Editor



I have been getting out to a few local small boat events this season, figuring to bring you coverage of them, and this has brought about renewing acquaintance with the boat people I usually see only at such gatherings. Some of them inevitably inquire, "Are you getting out on the water?" My answer has been, "No, hardly at all," sort of an embarrassing admission from the editor/publisher of a small boat magazine. The reality of my life seems to be that my involvement with boats is pretty much focussed on getting out the magazine every couple of weeks. I'm not overworked doing this, but it does seem to be the way I indulge right now in boating.

In addition to the usual tasks of daily life we all have to deal with, I am also dividing my time amongst several other activities. This year I am involved heavily in organizing the reunion of former motorcycling acquaintances from the 60s and 70s with whom I participated in major off-road motorcycle competitions in Europe during those years. In addition to the organizational details I have assumed responsibility for, I am engrossed in refurbishing a 1970 motorcycle like the one I rode in Spain in 1970 so I will have an appropriate bike with which to enjoy the reunion ride. It's much like doing a small boat restoration, albeit all metal stuff, a mechanic's dream. I did a lot of it over 30 years.

Add to this my ongoing involvement with my quadriplegic friend Charlie in developing various handcycling devices aimed at making it possible for other quadriplegics with limited hand/arm capabilities to enjoy handcycling. Of course, Charlie and I get out weekly for a ride on our tandem rig, gotta do field testing!

My one outing on the water so far this year was with Charlie, who also enjoys kayaking. We joined several others for a day on Waquoit Bay on Cape Cod, and it was an educational experience for us. We have paddled once or twice a year for several years now in my 21' Seda Tango double sea kayak on protected waters without facing what might be considered to be challenging conditions. This year we found ourselves faced with a substantial challenge for a cycling/paddling team which refers to itself as "The Geezer and the Gimp".

The challenge was wind, over 18mph as the bay across which we had to return from

our exploratory outing was covered with whitecaps and the beach/inlet where we had stopped for lunch was being impacted with a smallish but insistent surf. Ahead of us was a half mile slog to reach the lee of Washburn Island. Our group of six kayaks, three doubles and three solos, several crewed by relatively inexperienced paddlers, had crossed from our launch on the Childs River behind Washburn Island over to the Moonakiss River for some gunkholing, intending to then go further along the east shore of the bay to the inlet into Hamblin Pond.

The southwest wind had risen significantly during our sojourn on the Moonakiss so after we ate we chose to head back. Charlie and I were last away from behind the beach and when we came out of the inlet we were too broad on to the wind and could not hold the bow up into the wind and waves. We were swept ashore beam-on to marshland just about at tide level and pinned there.

Well, I could get out onto the marsh grass and re-orient the kayak bow into the wind for another pushoff, except that I found we were ashore right across one of those deep narrow little channels which meander into the marsh. It was 6' down where I sat. My attempts to edge ahead or back were unavailing. Fortunately two of our companions came ashore to help reposition the boat so I could get out to help drag the boat around 90 degrees. I then got back in and they shoved us out head on into the wind and waves. Once we got clear of being broached again were just had to slog it out upwind to Washburn.

Just. What now transpired was that Charlie, who has no handgrip strength or dexterity due to his disability, and has a paddle fitted with brackets into which he wedges his hands, could not paddle effectively as the impacts from the waves kept loosening his hands in the brackets. We were reduced from about a 60%-40% power ratio to 90%-10%, 10% when he was lucky enough to get in a few strokes when wind and waves eased a bit. So my old 4 cylinder body had to chug along and often gusts would stop us dead in the water. It was one of those gotta tough it out situations and after about 20 minutes we reached the lee of the island and could relax. We learned a lot about our limitations.

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On the Cover...

Robb White discusses boat ergonomics in this issue and from the looks of his 5 year old grandson at the helm of Rescue Minor bringing them all home from the island, he got it right.

"It pretty much spoils you
for any other rowing
boat."

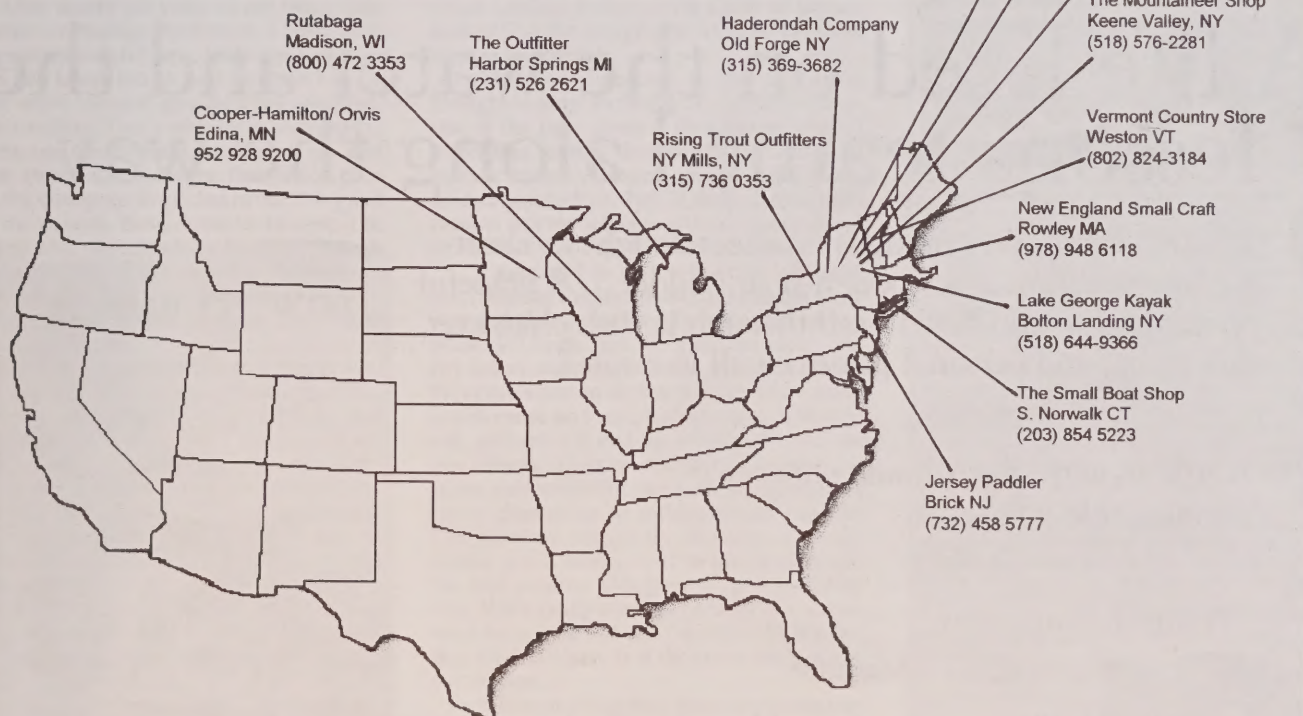
Yachting

the ADIRONDACK GUIDE-BOAT

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"It is 5:15 a.m. I am rowing my
Steve Kaulback Adirondack Guide
Boat off the coast of Cape Cod. The
waters are glassy. My prow slices
the surface. I disturb several diving
cormorants. I am transfixed. I am in
touch. I am human. Great stuff.
Trust me."

Tom Peters, *Forbes*



Cedar Guideboats

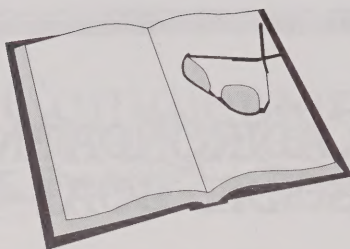
Cedar Guideboat Kits

Kevlar/Fiberglass Guideboats

In the War of 1812, the American Navy, what there was of, it, fought British warships and at first succeeded far too well for the comfort level of the Admiralty and, indeed, the British public. But it was privateers, those small, saucy vessels belonging to quickly organized private enterprises that sprang up in almost every Atlantic seaport of the fledgling country of America, that harassed and captured British shipping during the War of 1812, and it was the privateers that deeply affected the worldwide flow of British commerce on the high seas. In fact, the privateers eventually forced the British government to seek an end to the war.

Perhaps the most-successful privateer of them all was *Fame*. Yet few of us knew of her existence until Mike Rutstein decided to have Harold Burnham build a replica of her. That story has been well-covered in *MAIB* with a special piquant sauce provided by the cartoons lovingly drawn by the knowing pen of R. M. "Chinatown Mike" Scagliotti. Those of us who have met Harold know that Scagliotti is a remarkably perceptive observer.

The genealogy of one side of my family includes a rhapsodic letter from a Frenchman who used a Beverly privateer to travel from his homeland to this country (other ships were too apt to be captured by the British). He writes glowingly about the fine little craft he is sailing in, its speed and handiness, its finely finished quarters, its skilled crew. He ends by expressing his surprise when, upon arrival at Beverly (the next port over from *Fame's* homeport of Salem), he awakes to find thir-



Book Review

Fame: The Salem Privateer

By Capt. Michael Rutstein.
Pennant Enterprises, Inc.
54 Martin Street, Essex MA 01929
2002

Review by Hugh Ware

teen similar privateers anchored nearby! But what do we know of these little craft? Not much. They came, they sailed out and fought and (usually) were captured eventually and disappeared from the records. That is, until Mike Rutstein got hooked by one of them and started researching.

The slim (64 pages) glossy soft-covered booklet reviewed here is the first result of his

researches. The second is the *Fame* replica. The third? Who knows but he states that "we're not finished researching the history of *Fame* and probably never will be." What he has written so far is a thoroughly researched, deep-sourced research paper.

Rutstein was smart enough to consult the experts in appropriate fields and use their focused talents, especially modeler Erik Ronnberg, Josh Smith, a PhD candidate specializing in the War of 1812, and his advisor, Dr. Faye Kert, and, perhaps above all, master replica-builder Harold Burnham.

Research paper it may be but it is also colorful and readable. Rutstein, a publisher in his non-*Fame* life, knows how write well and how to package his writings attractively. Here are plenty of photos, many in color, including photos of Harold Burnham working on early bits for *Fame* and building and launching other replica vessels. Here are Harold's line drawings for the *Fame* replica. Numerous sidebar stories add remarkable breadth and depth to the main story being told. But it is this story that is richest, a full account of *Fame* and her dozen cruises and of the men who owned her and sailed her.

Rutstein's little "book" is well-worth reading because it provides not only the history of the little privateer *Fame* but a surprisingly good overview of all privateers and the War of 1812 itself, all in 64 pages. I am tremendously impressed by what Rutstein has created, both in wood (the replica) and on paper (this booklet). Read this book and go to Salem for a sail on *Fame* herself. Your life will be enriched.

From the renowned boat builder Robb White

A life lived on the water and the lessons learned along the way

"White's debut takes (and gives) sheer delight in charting his evolution as a wooden-boat builder... A graceful primer on life and how to sail through it with character, easy grace, and personal priorities all in a row."

—Kirkus

"Overflows with down-home charm... A remarkable odyssey."

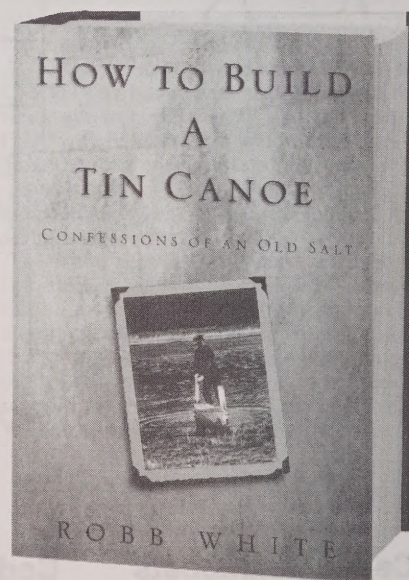
—Booklist

"A hilarious memoir."

—Outside Magazine

"Robb White... has been blessed with the gene of gifted storytelling."

—BookPage



Available wherever books are sold





Window on the Water

By Chris Kaiser

Prairie Schooners

Coming up on the Summer Solstice I was seeing boats STILL sitting in yards (my own included) It's as though no one believed in summer this year. It has certainly reverted to the weather patterns of the fifties, excepting we never knew it was El Nino or Nina that was the reason for the spate of snowy winters that went from October to May, or the fierce thunderstorms that rumbled down the Merrimac River valley. It was just New England weather...don't like it "wait a minute". Now we have all sorts of complicated computer modeling to tell us the whys and wherefores of what we are about to experience... or not.

After nearly six years of not being able to garden or manage yard work, I have gone into overdrive. I still have to do much of it on hands and knees but at least I can DO it! Of course when one area gets the extra attention, another suffers. That's why I was taunting the heavens one morning as I put the coat of Cetol on the rubrails of the dory. I've stolen time from the boat prep to garden in the few good days we've seen. Now, down to the wire, I'm dancing with rain clouds as Kurt will launch her in a few days to use as a chase boat monitoring the safety and progress of our Junior Sailing Classes at the Ipswich Bay Yacht Club.

Each board member takes a turn or two going out to be a safety net in case of trouble. The instructor and assistants are in charge and have rarely needed the extra help, but it's a prudent back up system. I love to watch the children zip about in the little Optimist Dinghies and 420s. The IBYC Educational Foundation has taught hundreds of local kids to sail safely and has grown many of its own instructors over the years as they come through the classes and gain experience as assistants and perhaps continue sailing at the collegiate level.

There are many children's classes, from the totally kid controlled Pleon in Marblehead, to the various summer camps with classes that just scratch the surface of activity. What I've seen of the upper middle group such as ours is heartening. We aren't doing it for social recognition, nor for a "keep the kids busy" activity; the men and women involved with this program are dedicated to

passing along their love of and skill in sailing as a

serious craft. Some kids start and find they aren't interested, others start young and keep returning to go through all the classes as they reach proficiency with each successive offering. Many will stay to be in the racing tactical classes; others may just go home and sail their own small boats or be able to helm the family's yacht now that they understand the intricacies of wind and wave action. As I look at each summer's new crop of junior sailors, I see the continuation of a legacy being passed along to the next generation. We are building better "Mess Abouters"!

Getting back to my first ruminations of the many land-fast hulls of BOTH sail and motor, I could say it's due to a negativity, or failed hopes on the owner's part. Being 99% optimistic in my approach to life, I want to say these many boats are proof positive that there are dreams and aspirations yet to be fully realized. Perhaps this year the soft economy is keeping a percentage of the larger craft land bound, or a tighter schedule in the skipper's wage earning enterprise is responsible for the longer than usual lag in launching...and the weather has NOT been conducive to enjoying an early season on the water.

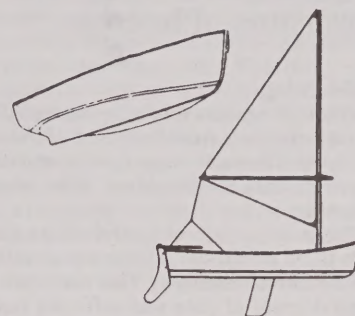
I drove by one home and there were five boats of various sizes and stages of completion setting in the side yard, hay and weeds up to the gunwales of the smallest catboat, and hiding the full keel on a modest sized weekend. The lobster boat was the closest to being ready, the grass had been mowed (scythed?) around her and the paint was fresh and a path had been cleared of odd boxes and barrels to allow the heavy transport rig to come haul her out for launching. Peeking out from under a half-closed garage door was a smart looking tender up on a pair of horses, looked like she was prepared to join the work boat in its journey.

The boats nestled in the tall grass brought to mind an image of Conestoga wagons of the past. Even if they never touched water this season, they would certainly sail in their owner's dreams, and perhaps on the Midsummer's Eve, they'll shake free of their cradles and unfurl their sails for a race down to the bottom of the meadow and back.

I managed to get on the coat of Cetol, just finishing the last brush stroke as the mists descended and speckled fine droplets on my work. I'd been sure the rail was clean and dry before starting, but now we'll see what a bit of moisture on the top will do. I'm betting it will cause no harm, but the Capt. is skeptical; perhaps I'll end up redoing it once the sun returns. The rubbed bare spots have got some protection for the next week or so. I never claimed to be a tidy messer... in fact I'm possibly one of the messiest Messers About you'll meet. Next in line is to get all the foul weather gear lined up and sorted by size, if it's ready to use... perhaps the whimsical fates won't require it. It's a SURE bet that if I don't have it at the ready we'll never see the sun.

It's been a long time between outings on the water. If we don't get out soon, I may need to show up at that boat-filled field, and snag a midnight sail, tacking through the orchard, and with favorable wind have a lovely reach back up the hill. My next Window on the Water will be a full report on the Melonseed Solstice Regatta on the Cape and South Shore.

KITTERY POINT TENDER

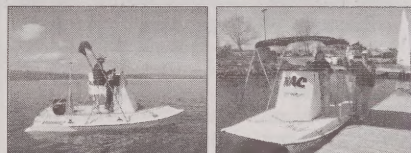


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Unique features include: hand laid up fiberglass hulls, deck, & console; a flat deck that is dock height, very stable and buoyant even with people on the extreme ends; a high driving position with ideal visibility; A 36" wide console that provides protection for two people has ample storage inside. A two person bench seat accessory with inside storage can be attached to the front of the console.

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Designer: Don Rypinski
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 Patents Pending
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You write to us about...

Information of Interest...

Jellyfish Stings

I thought readers might be interested in some information from a recent *National Geographic Adventure* magazine about a new protective cream for use where jellyfish are in the water.

The stinging cells of a jellyfish can eject venom filled needles at a force equal to that of a bullet fired from a gun. This can result in varying degrees of pain and suffering ranging from a feeling of speckling from head to toe to the feeling of molten lead being poured over your body to the sting from one of the deadliest creatures on earth which gives you about two minutes to settle your affairs.

There are about 10,000 species of jellyfish from the nettlesome sea nettle to the agonizing Portuguese man-of-war. Millions of those who take to the sea in summer feel some form of their tentacle's lash. Most vacationers and ocean explorers are ill prepared to deal with jellyfish.

Now a lotion developed in Israel, sold as Safe Sea, combining a jellyfish sting inhibitor with sunblock is available. It is modeled after naturally occurring compounds from the skin of the clown fish which lives unharmed amongst stinging sea anemones. The lotion prevents the jellyfish from firing off its stings when its tentacles brush against your skin. It has yet to be tested against a man-of-war or the deadly Indo-Pacific box jellyfish as gung ho volunteers are presumably hard to come by.

Ray Hartjen, Educational Alternatives, East Hampton, NY

USS Monitor Website

The Mariner's Museum has received a \$45,000 grant from Northrup Southern and Northrup Grumman Newport News for the creation of a new website, www.monitorcenter.org to provide those visiting the site opportunity to learn the history of the *Monitor*, research all aspects of the Civil War ironclad, experience the artifact recovery efforts and stay up to date with efforts to build the major \$30 million *USS Monitor* Center scheduled to be completed in 2007.

In the spring of 2002 the Mariner's Museum launched the first phase of www.monitorcenter.org with an archive of previous missions to recover artifacts from the wreck of the *Monitor* 16 miles off Cape Hatteras, a look at efforts to conserve *Monitor* artifacts, the history of the vessel and an overview of the plans for the Center. The second phase expanding on these topics is expected to be completed by the end of 2003.

Mariner's Museum, Newport News, VA

Another War of 1812 Privateer Project

Readers following the fortunes of the replica War of 1812 privateer *Fame* chronicled on these pages might be interested to know that an effort is now underway to find the remains of the War of 1812 privateer schooner *Lion of Baltimore* under the waters of Bodkin Creek near the mouth of the Patapsco River south of Baltimore.

Writing in his journal for that day, a British Royal Marine lieutenant recorded that *HMS Menelaus*, captained by Sir Peter Parker, had burned "a fine schooner named the *Lion of Baltimore*." Now archeologists are seeking to find the remains of the 85'-100' long schooner as evidence of a previously undocumented event of the military history of the young American nation. Divers have succeeded in finding wood on the bottom of a site pinpointed earlier by sonar after local boaters had reported running into an underwater obstacle there.

The long range impetus is the upcoming bicentennial of the War of 1812, for which the National Park Service is planning to establish a Star Spangled Banner National Historic Trail.

Associated Press Release

To Be Seen in *Vogue*

We know many of you will see it when your copies arrive in the mail, but we wanted to announce that the September issue of *Vogue* (that noted boating journal) will be featuring an article on our Adirondack Guide Boats.

Steve Kaulback & David Rosen, Adirondack Guide Boat, Charlotte, VT

Opinions...

I Disagree

I want to offer my opinion on the review by Larry King of William Kornblum's book *At Sea in the City* in the June 15 issue. I realize that everyone has a different reaction to another's writing but I found myself in complete disagreement with this review. As a native New Yorker I found the book extremely enjoyable as a reminiscence of the way it was and as a good boating yarn. I believe readers will be missing out on a good read if they pass this one up, a lovely, lovely book.

Ken Roberts, New York, NY

Another Alternative

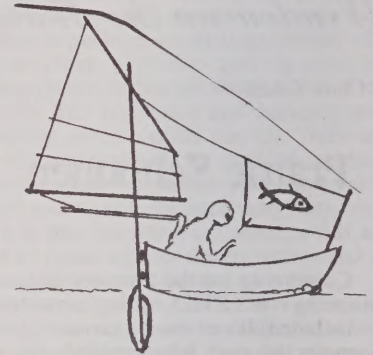
There is an alternative to Robert Tabb's struggle to make his "three little pigs" more weatherly during his Kokopelli adventure chronicled in the June 1 issue. It is a solution most often seen applied in the far east, Pacific and Indonesia, where sails on Maduran fishing double canoes or their larger sailing freighters reach way back beyond the stern, placing the center of effort over, or aft of, the rudder/oar making it also function as a centerboard.

The North American fishing schooner had its skeg and rudder well aft with the mainsail overhanging the stern. It looks as if this configuration would have improved their weatherly abilities. In Europe fishermen of the Adriatic coast mounted sails over their rudders with a small rectangular foresail carried on short mast. A Scandinavian company has been marketing from time immemorial a rescue rig for motor dinghies consisting of a mast, which becomes a rudder at its bottom end, hung in place of an expired motor, the mast carrying a small triangular sail.

In the case of the Kokopelli piglets, I would suggest the existing sail be put on a mast attached to the rudder, to have it in front of the rudder would obstruct the helm. Find the COE by cutting out a cardboard shape of the sail and balancing it on a pencil.

According to some rules the mast should be 1/10th of the boom length in front of the COE. On the foredeck place a short pole, connect its top to the top of the mast with a line and hang from the line a small rectangular piece of cloth fitted with a sheet. This will control any tendency to broach.

Richard Carsen, Santa Fe, NM



Re: Life of Plywood/Epoxy

I would like to submit a single data point in the recent discussion of the effect of US plywood quality on the life of plywood/epoxy boats. During 1987 and 1988 I designed and built an all plywood/epoxy hot tub/swim spa, 18' x 5' x 42" deep. It has been filled with hot water and bromine disinfectant for the fifteen years since. There is no soft wood in the water containing vessel but there are two soft spots on the horizontal top deck where the edge of the plywood was exposed to rain water. The plywood was standard construction grade from 84 Lumber. Then and now photos are on my web page.

Dwight Jacobus, Louisville, KY, www.Journeyboats.com

A Little Common Sense

In my town of Duxbury, Massachusetts, there is a small pond about 2,000' long and 1,000' wide at its widest. There is a little public beach but, since the bottom is muddy, few people swim there. But it is a popular place for small boats, people launch canoes, jonboats and inflatables to go fishing, and often others bring in kayaks, rowboats and such craft. It's a good pond on which to try out such craft and learn their quirks before venturing out onto tidewater.

A few days ago when I stopped by to see what was going on I spotted an inflatable rowboat of the sort one expects to find in a kid's pool, about 4' long and a bit short of 3' wide. A tackle box and fishing rod had been wedged aboard along with the smallish owner.

Instead of sitting low he had put a plastic milk crate onto the floor and on top of this a household chair cushion. As he was now too far above the oarlocks to row he used a canoe paddle for propulsion. Each stroke made the very short hull turn appreciably in the opposite direction obliging him to switch the paddle from side to side for each stroke. His progress was that of a snake and of course he wore no lifejacket.

On this day the water was very smooth, but had there been any waves at all, the tiny hull with his body weight way up there on the crate would have certainly brought on a capsized. I doubt if it ever entered the mind of this bold mariner that if he capsized the wind would quickly blow his high floating inflatable away from him.

I also doubt if he had ever had taken, or even heard about, a safe boating course, and wondered if such a course could have introduced some common sense into his boating habits. I have long felt that existing boating safety programs do not reach the casual fisherman of this sort who account for many summer drownings afloat.

Bob Whittier, Duxbury, MA

The Best Nautical Books?

The young woman was looking about the shop in some confusion, so we asked if we could help. "I'm looking for a book for my father," she acknowledged.

"For your father?" we replied.

"Yes, he likes boats."

"Oh. Boats?"

"Yes, we have a boat," she went on, helpfully.

"You have a boat?" we asked. Realizing that a question answered with a question keeps the conversation going but may not be particularly helpful, we continued, "What kind of boat?" Sail, power, big, small, ocean going or coastal, cruising or racing, an engineer or a dreamer, we went on with the interview and eventually zeroed in on a few choices. As she made the purchase, she glanced around once more and asked,

"Do you have any current bestsellers?"

"No," we replied, "There are only nautical or maritime books here. But some are quite popular."

"Which ones?" she countered, and we knew again the sting of that question we raised in our last Catalog two months ago: what are the best nautical books? Readers have provided a few helpful responses, but not many. *Bowditch*; Peter Kemp's *Oxford Companion to Ships and the Sea*; Paasch's great *Marine Encyclopedia 1890*. More often, our readers threw up their hands in surrender or defiance: There is no best, the question has no answer, more thought is required, what do you think? Finally, we were provided this customer derived list from a bookstore on the US West Coast:

Bengtsson, F. - *The Long Ships*
 Bucheim, L. - *The Boat*
 Buckley, C. - *Steaming to Bamboola*
 Childers, Erskine - *The Riddle of the Sands*
 Cordingly, D. - *Under the Black Flag*
 DeHartog, J. - *The Captain*
 DeHartog, J. - *The Commodore*
 Freeman, Norman - *Seaspray and Whiskey*
 Gann, E. - *Song of the Sirens*
 Hayden, S. - *Wanderer*
 Kilpack, J. - *Nothing Can Go Wrong*
 Knapp, P. - *The Berengaria Exchange*
 Lansing, A. - *Endurance*
 Lee, C. - *Eight Bells and Top Masts*
 Mowat, F. - *The Grey Seas Under*
 Mowat, F. - *The Serpent's Coil*
 Raban, J. - *Passage to Juneau*
 Roth, H. - *The Longest Race*
 Shute, N. - *The Trustee from the Tool Room*
 Smith, W. - *Hungry as the Sea*

Readers' reactions, additions, subtractions and other comments are most welcome.

Dick Hawkins, Columbia Trading Co.,
 1 Barnstable Rd., Hyannis, MA 02601,
 nautical@capecod.net

Projects...

Update from Robb

Right now, the Rescue Minor is out there under the big live oak tree in the yard with the engine hanging from the chain hoist. I am fooling around with a big deal shaft improvement project and the boat may well be disabled when the time comes to go back to the coast. Not only that, but son Sam is busy doing the complete refinish job on the old new skiff. I was going to do it last fall but all that book editing foolishness interfered. Old Sam is relentless, though, and has completely peeled every scrap of that two part polyurethane varnish off the inside of the boat with a pocket knife. We are going to paint the inside of the boat gray and only varnish the seats and foredeck but it is too rainy to do that so that boat is disabled, too.

Does that mean that I can't go to the coast. Hell no. I still have the poor old plywood take apart skiff and she is hooked up to the car right now. Sam acts like he might want to try to repair the checks in the plywood and do a fiberglass job on the old boat when he gets through with the lapstrake skiff. He likes to fix things. Dang.

The status of the Grumman Sport Boat improvement project is that it is sitting there with the sawn frames (3) and extra floor timbers (?) complete. The inside is epoxified enough to hold the boat rigid to plane and scrape the outside and put on the fiberglass job. That'll be the next step. I have had requests for plans from a good many people and Sam thinks he might draw up a set. He fitted a complete set of molds to the finished hull so he could build another one just like it and could include full sized patterns for them in the package. Are we going into the boat business?

Robb White, Thomasville, GA

This Magazine...

Embarrassingly Kind Letters

I have gotten a lot of letters from your subscribers who found some detail in that tin canoe book that reminded them of something. It turns out that Joe Spalding from Skaneateles worked at the Alcott factory in 1952 building Sailfish sailboats. Though he didn't work in the kit section, I bet he was there when that kit was shipped to my father. He also tells me that the cursed little pram was a Haggerty Sea Shell and he still has one that he built a long time ago. All the letters are embarrassingly kind.

Robb White, Thomasville, GA

Nobody in the Wings

Of all the publications that come flooding over the transom, *MAIB* is the one that I cherish the most. Thinking of myself as a closet boat designer (everyone thinks that they have at least one good boat design in them), I rejoice in the actual accomplishments of those who can lay claim to having actually built their dreams. Keep up the good work. There is nobody else out there lurking in the wings.

Roy Marsh, Weston, CT

Table of Contents

I greatly approve of a Table of Contents instead of Looking Ahead... I am a table of contents reader, I read the contents and do not flip through the magazine as you say you do. The Table of Contents enables me to find easily Hugh Ware's "Beyond the Horizon" big boat roundup which I enjoy.

Please stick with The Table of Contents.
 John N. Fiske, Jr., Prides Crossing, MA

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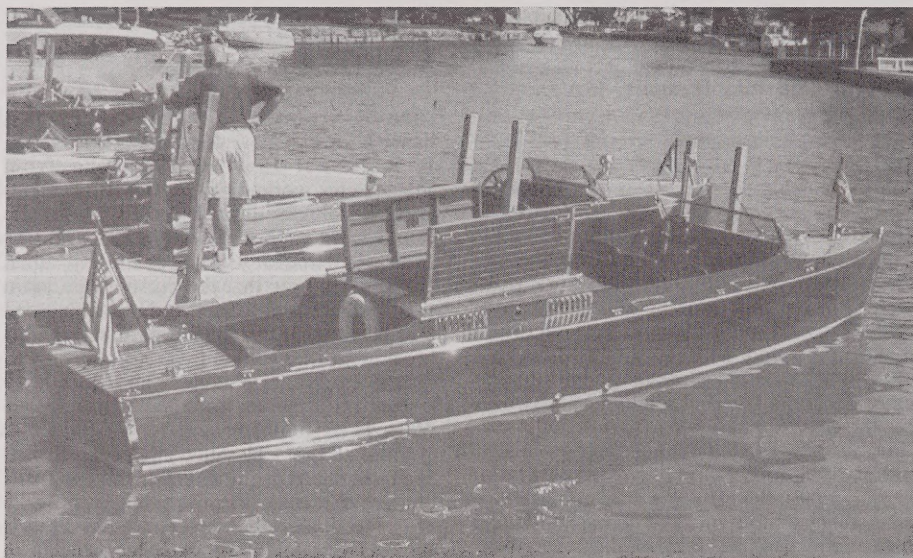


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1929 Chris-Craft triple cockpit runabout.



Dispro.

A pretty little Lyman runabout.



Classics on the Vermilion River

By Jim Miner

Vermilion is a little town on the Ohio shore of the western basin of Lake Erie. It takes its name from the red muddy color of the river which carries to its mouth the escaping soil of farms 30 miles to the south. The river forms a small protected harbor now enlarged by a large iron, cement, and fill breakwater. The harbor gave the town its 19th century *raison d'être* as a ship building center and a port for the Lake Erie fisheries.

This history, presumably along with a lucky legacy or a favorable purchase deal, has made Vermilion the home of the Great Lakes Historical Society and its Inland Seas Maritime Museum, housed in a grand old home overlooking the lake. The shore side of the house has been altered to incorporate the bridge and pilot house of the 1905 lakes ore carrier *Canopus*. The scene gives the casual visitor a hint about the primary themes of the museum's collections as well as the village's continued dependence upon the lake for its existence.

The east shore of the harbor, by a combination of digging canals and filling in land, is a tony shorefront community of single family homes on relatively small but well landscaped lots, each with a boat, or several, tied up on the wall out front.

The rest of the river is not so tidy. Extending upstream, under the Route 6 overpass and the Conrail bridge, the river is cluttered on both banks with docks, yards, gas floats, marinas and engine repair shops, restaurants, launch ramps, and all the other services necessary to support a thriving pleasure boating industry. Vermilion is one of the premier points of departure for those who wish to fish or cruise the shallow waters of Lake Erie and its islands.

On June 21, Vermilion was host to the Annual Antique and Classic Boat Show, hosted by the North Coast Ohio Chapter of Antique and Classic Boat Society. Also on the grounds of the museum was a gathering of antique and classic cars. The opportunity to create a little synergism was not lost on two exhibitors whose entries consisted of classic automobiles towing classic small boats.

The trip to Vermilion to see this small show is worth the effort precisely because gatherings of wood boats and the folk who like to look at them, talk about them, care for them, mess with them, and use them are rare in this part of the country. And it appeared that both the boats and their owners had been together many times before, both boats and owners enjoying themselves the way dogs and their owners enjoy themselves with an easy familiarity at the regular Tuesday, Thursday, Saturday morning *caffeeeklatsch* and run in the neighborhood park down the street. Debates about the benefits and liabilities of various practices and products seemed to pick up without skipping a beat from where they may have been left off a year before.

For a small regional show there was a remarkable representation of designers and builders. Most numerous were the Chris Crafts, including two '50s era cruisers, one or two utility launches, and a magnificent 1929 triple cockpit runabout. Berthed beside this beauty was a Hacker a little younger but also in breathtaking condition.

There were, of course, a number of Lymans, but not as many as one might have expected given the fact that they were built just 20 miles west in Sandusky. Filling out the roster were a Century, several Thompsons and Peterborough boats, and two exquisite canvas canoes, among others. For my money the prize went to a little double-ender Dispro which inherited its lines from a St. Lawrence Skiff or Skaneateles boat. All in all they were the boats you would expect to find on protected inland waters.

The standard ACBS "Definitions of Classes" left many classes with no entries in this small show. But there was one notable entry in "Most Original," the grouping which gathered together everything that did not conveniently fall into another class. It was a clever project which featured a classic Mercedes Benz roadster with something beneath the waterline to hold it up. Another tip of the hat to the auto show up the hill on the museum grounds. It set me to trying to calculate in my head initial stability and secondary stability. The first, not so good; the second, zero.

Two builders were exhibiting. Liberty Boats of Sandusky was showing a round bottom plywood lapstrake 13' tender sheathed in a high gloss acrylic urethane. Advertised as combining classic looks with modern low maintenance construction, the boat suggests traditional lines but does not replicate them.

Also represented was Russ Hicks of Columbia Wooden Boat Works, whose work clearly was devoted to restoring fine old canoes and rowboats and keeping them afloat to be used. It was fun being at a show where a whole rack of used canoe paddles were for sale instead of a rack bearing eight or ten '60s vintage outboard engines.

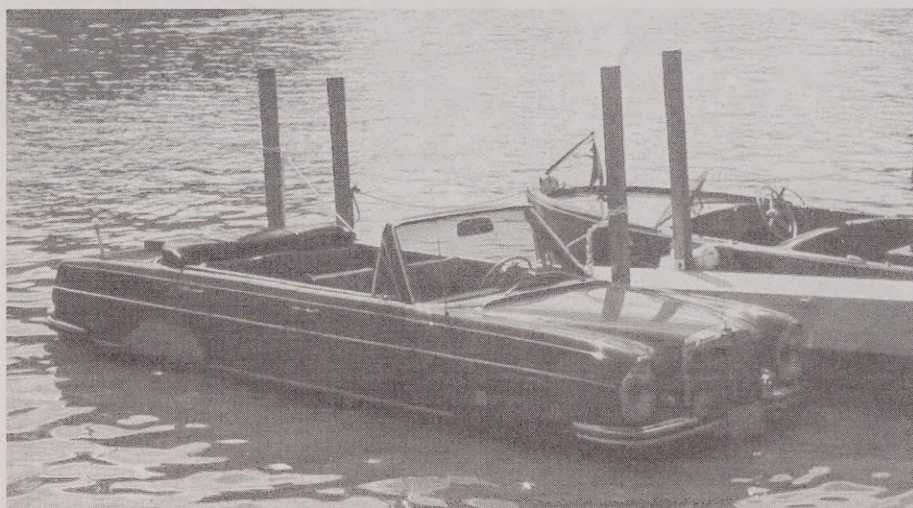
In the channel just outside the town docks the usual weekend traffic continued, largely unaffected by the show going on ashore. Bayliners and Bajas, jet skis and Seadoos impatiently pushed their way toward the lake or made their way back upstream to the marinas. Every now and then an aluminum johnboat passed, pushed by a little outboard, and around noon a beamy, beaten up steel hulled charter fishing boat returned to drop off its morning clients.

Most of the boats in the show were unquestionably built to be playthings and not work boats. Still, their place in the family tree of floating things seemed to be closer to those boats whose designs evolved to work specific waters and accomplish certain tasks well than to the mass produced things which pop off molds the way McDonalds hamburgers come off the grill.

At lunchtime there wasn't a fast food place in sight. So we went to the Cub Scouts who had set up shop grilling hamburgers and selling them on the town green. Jeez, it seemed that it took forever to get our food.



Shore display of a Thompson and its antique Packard tow vehicle.



Entry in "Most Original Class", Mercedes Benz.

Hacker underway.





Imperious geese seem to be monitoring a flotilla of ducks.



The Connecticut River Museum with *Old Timer* (1960), a 16' Pen Yan Fisherman in the foreground.

Gudrun (1938), a Meteor Class racing sloop.



Mahogany Memories

By Jim Lacey

The 19th annual Antique and Classic Boat Show, hosted by the Southern New England Chapter of the Antique and Classic Boat Society, was held at the Connecticut River Museum, in the village of Essex, Connecticut, on Saturday, July 12, a delightful, sunny day. Essex, with its long history of working boatyards and yacht clubs, was a suitable setting for the display of these elegant watercraft.

Inching my way through the village to Steamboat Dock in my pickup, I realized that with nifty sports cars and SUVs bumper to bumper within half a mile of the river, parking might be a problem, as it generally is on weekends in tony waterfront towns hereabouts. About 50 yards from the entrance to the show, I turned onto a promising lane marked DEAD END, past a number of NO PARKING signs, and found a suitable space adjacent to the Essex Yacht Club with its informative PRIVATE PROPERTY, NO TRESPASSING salutations. At Steamboat Dock I was ignored by a goose and a gaggle of ducks and welcomed to the show by friendly sponsors with nametags. I had a nametag too, a leftover from covering symposiums at Mystic Seaport, which announced that I was PRESS, representing *Messing About in Boats*, and which still functions as an attention getting device and unofficial license to ask dumb questions.

The theme of the show, "Mahogany Memories," refers to the predominance of classy mahogany runabouts (speedboats to the uninitiated) built by Chris Craft, Gar Wood, Lyman, Herreshoff, and others. I must confess, as someone who does not care for powerful gasoline engines of any sort or boats that cruise at speeds in excess of 15 knots, that I gave these beautiful "woodies" a hasty nod of approval for the loving care and obvious pride of their owners and paid more attention to the other antique (1919-1942) or classic (1943 1968) watercraft on display, especially the sailboats. The show included an assemblage of small boats on the lawn between the entrance and the museum; kayaks, canoes, smaller runabouts, and sailboats; tents where impressive models were on view atop tables and where barbecued hamburgers and soda were available; and just beyond the museum the on the water display of powerboats docked at finger piers.

Highlights for me included two sailboats I could imagine myself sailing, the 13'6" Sparkman and Stephens designed Blue Jay #94 (1951), which still ventures out on Long Island Sound, and *Gudrun* (1938), a vintage 16' gaff rigged racing sloop designed by Charles D. Mower of Sea Bird yawl fame. *Gudrun* displayed a sign, "Say NO to fiberglass!" However, Michael Lombardi, her owner, conceded that *Gudrun* with her gleaming brightwork is for show, not use, and that some classic designs in fiberglass, such as Cape Cod catboats and Townie sloops, have their merits. Of the on the water exhibits I could not resist the charm of an unidentified fringe on top steam launch. Lavish reminders of a bygone extravagant age were two "tenders," *Corsair* (1935), a 35' Herreshoff

design, and *Mavourneen* (1930) a 50' Camper/Nicholson. The 35' *Corsair* was one of seven tenders hung from davits and used to transport J.P. Morgan and guests to and from his 343' commuter yacht, and the 50' *Mavourneen* (*Irish Lassie* indeed!), with all its stunning brass and brightwork, used to ferry owner, captain, and crew to the *real* boat, a J class racing yacht. Once again, as is often my experience with antique and classic boats, I felt a curious nostalgia for a world I had never been part of.



Michael Lombardi, owner of *Gudrun*, chats with enthusiasts.



A pretty Blue Jay. "But where do you sit?" asked a bystander.



Model boats under the big tent. Hard to keep your hands off them!

The public as well as exhibitors could vote for best in show. I left before the decisions were announced. My vote went to the little Blue Jay.

A pretty little gaff sloop, not an exhibit, presumably property of the museum but which no one I talked to could identify.





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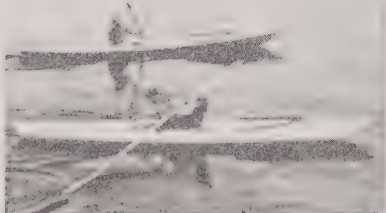
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The unidentified steam launch. A real charmer.



Two yacht "tenders," the 35' *Corsair*, foreground, rafted up to the 50' *Mavourneen*.



View of the on the water exhibits from a second floor window of the museum.

"How do you get into this thing?"



My friend Jim Geyer, of Detour Village, Michigan, never built a boat that I know of, but he was the only guy I ever knew who actually fished every day of his life, except deer season and duck season, of course. And fishing around Detour meant boats in the summer and snowmobiles in winter.

I've been told Detour is the French word for turn. You come up the north and south Detour Passage from Lake Huron, go past the village a mile or two, and then turn left 90 degrees and head for the St. Mary's River.

When I got to know Jim he had a 16' Thompson hull with a 45hp Chrysler. We have 100' of frontage in Detour, the last frontage us poor folks are ever going to get, and from our front windows we see Drummond Island, a mile away, the Detour passage in between, the St. Mary's River up around the corner, and the entrance to the North Channel between the islands.

I should also mention that all the boats that go through the Soo Locks go past the house in that mile of water. When we got there in 1970 somebody said there were 80 boats a day going by the house. You saltwater types are putting me down as a local idiot for calling them boats. Well, gentlemen, in these parts they're ore boats, boats for short. Thirty years later we have thousand footers that carry five times as much ore as the ones I worked on and the whole economic scene has changed. There may be one third as many boats going by.

Jim covered all that water and was one of the few locals who went on the south shore of Drummond which faces out on Lake Huron. He had a cottage a mile down there in Pike Bay. That water is so clear you can see boulders as big as barns and it always looks like the boat will drag on them.

I don't remember when he first invited me to go fishing. I had already built a few plywood rowboats but I didn't fish. Never was thrilled with the hours those guys keep or with spending all day on a boat seat in the sun waiting for one of the critters to strike, beer notwithstanding. Jim solved both those problems. His normal hour to go fishing was 8am and his rule was that he fished one spot for 15 minutes. If there were no bites in that time he moved to another location. My kind of fishing!

I spent a lot of time those first couple of years riding in Jim's boat and eating perch that his wife, Meta, cooked. Meta knew how to fry fish! She was pretty good with duck and venison too!

Jim remarked one Friday night that he was going to run to Drummond the next morning and I could ride along. When I got up the fog was impenetrable. I couldn't see the shore 60' away. I made coffee and relaxed. Promptly on schedule there came a knock. I opened the door to find Jim with his usual grin. I questioned him and he assured me he could find his way over and back. Well, I figured I'd never get another chance like that so we found our way down to the dock in front of the house, got the motor going, and cast off.

I don't remember going to the cottage. The big boats were blowing all the time, three blasts of the whistle in those ancient days, and we crossed the channel between a couple of whistles. Then we proceeded two miles or so down the Drummond shore. When we got to the end of the island we turned left, east,

He Was a Boatman

By Ron Laviolette

and went another mile or so to Pike Bay. There we got behind a large island in the Bay because the front is blocked by a row of big boulders. I never got close to them or knew how they got there.

We did what we came for and pulled out again, behind the island. But this time we just headed out into Lake Huron. We went out until Jim estimated we were close to the ship channel where we turned off the engine and waited. Soon a whistle came up the lake. We never saw the boat but we followed the whistle in until Jim thought we were abreast the dock. We pulled into the shore and had to go back a block or two. Jim had overshot.

I'll never forget that ride. Jim was known around town for his ability to go about where he wanted. He told me once about coming from the north shore of Drummond, across Potagannising Bay, either early in the spring or late in the fall. The wind was blowing spray and it was freezing on the boat. Along came a freighter and, seeing his predicament, the big boat slowed and let him run alongside until they got out of the wind. Another time, some years later, Jim was on the north shore of Drummond, probably at Chippewa Point, ice fishing, when the big icebreaker came up breaking a channel for early shipping.

The ship stopped out there in the middle of the bay and a Michigan congressman got

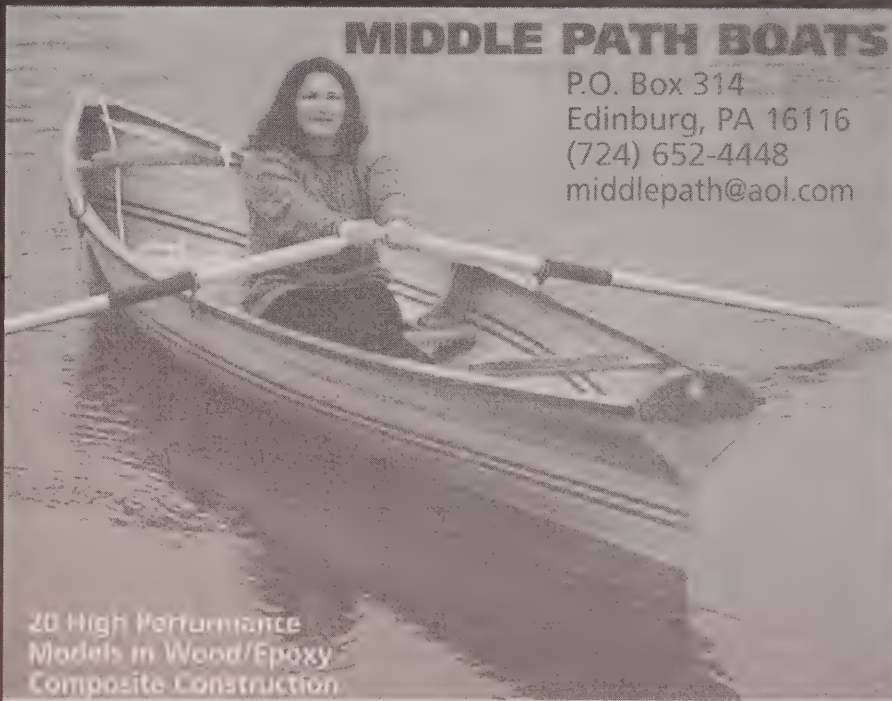
onto the ice and walked around with some of the crew. Meta got on her snowmobile and ran out there and gave the captain and the congressman hell for breaking a channel which Geyer had to cross to get home. He had seen the commotion and crossed on the ferry.

Later Jim traded his Thompson for a 16' Glastron Tri. That was back when tris were selling. He put that same 45hp motor on it and ran the motor until it literally wore out. I helped him replace the old motor with a Chrysler 80 or 85. I noticed the propeller on the old motor, after all those years and all those miles, had never been in sand or rock. No nicks and the paint was still shiny.

On another Friday night Jim mentioned he was going to haul a car motor over to Drummond on that boat and invited me along. When I got up Saturday the wind was blowing up the channel about 60 and the waves were big as houses. Again I relaxed until the knock came at the door. This time I said something like, "Well, I suppose you're going over in the wind." He just grinned and off we went. That ride was one of those where you accelerate up the side of the coming wave and close the throttle going down the far side. Tris came and went but after riding with Jim in that one I still have a soft spot for them. She didn't ship a drop!

Jim caught multiple sclerosis and died slowly over several years. MS seems more common in Michigan's Upper Peninsula than in some other places. Of all the people I've known who are gone, the one I think about most is Jim Geyer. He was a boatman!

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May 1: I began my first 2003 solo cruise from Saltworks Creek, Severn River near Annapolis, Maryland aboard my beautiful good old boat, the 1978 sloop, *Sandee Lee*, a Bayfield 25 footer. With a fresh, clean bottom, she leapt at the chance to get the water running under her keel. With winds SSE 10 knots coming right up the river, I motored out to the Chesapeake where I hoisted sail. I sailed for four hours all the way to anchor on the Rhode River. *Sandee Lee* allowed me to anchor her with no engine, still under sail; she's probably showing off, for this is the river of her home where I bought her in 1995 and sailed up to her new home on the Severn River.

May 2: This little cove is so nice and relaxing, I decided to spend an extra day here reading, paddling and relaxing. I inflated the new canoe. I paddled all around the cove and disembarked on a small island for a bit and walked along the sandy beach. The canoe handled pretty well for an inflatable. Last month, I sold my folding portabote and rowing shell and purchased this to use on the *Sandee Lee*.

May 3: I departed the Rhode River at 6:30 AM en route Hudson Creek off the Little Choptank River on Maryland's eastern shore, 31 miles away. The winds are from the NE 15 to 20 knots. The wind and seas are off my port quarter. I have never been on the Chesapeake Bay when the seas were so high. Not the three to five footers rolling under the stern, but the occasional six footers! And, to top it off, the National Weather Service had not issued small craft warnings! I used only the mainsail with no reefs. The current was with the wind and seas, which made the high waves a bit of a surprise. My GPS read 5kts to 6.1kts speed over ground (SOG). Not bad for a boat with a designed hull speed of about 5kts! The heavily ballasted, full keel handled the wind and waves predictably well. I must remember to tell my USCG Auxiliary boating safety classes about the rough Bay seas with no small craft warnings.

Off the southern tip of Tilghman Island, I unfurled the genoa and still managed 4.8kts to 5.8kts with some land to shelter from the wind and seas. The last five miles, I motored into the wind up Hudson Creek to anchor in 7' of water at 1:00 PM. The air temp was 68F. Today I sailed six hours and motored one hour. What more could a sailor want!

May 4: At 6:10 AM, I departed Hudson Creek en route Solomons Harbor, on Maryland's western shore. The winds are NE at 10 to 12 knots with an ebbing current to help me along my SE course. My trusty GPS showed speeds up to 6.1 knots. What a GREAT sail! At 1:20 PM, I anchored in Mill Creek off Solomons Harbor. Again, *Sandee Lee* allowed me to sail her for six hours and motor for one hour.

The Solomons area is where I lived for seven years in the 1970s. I remember anchoring in this same spot in May of 2001 while circumnavigating the Delaware, Maryland, Virginia (Delmarva) peninsula. I do a lot of reminiscing while in this harbor, about the incredible years living here. I remember the 27' wooden Danish made sloop I owned back then while I taught water survival at the Harry Lundeburg School of Seamanship, a union owned school to train merchant mariners. I had just retired from the Coast Guard and fell into that terrific, interesting job, teaching

The Exhilarating, Serene, Challenging Cruise Aboard the *Sandee Lee*

By John Potts



S/V *Sandee Lee* in Mill Creek on the Patuxent River.

merchant mariners how to row lifeboats and enough knowledge to pass the required USCG Life Boat certificate exam.

May 5: I intended to sail south to St. Georges Creek on the Potomac River today, but the wind is calm, overcast and 48 degrees. So I decide to stay in the area. I weigh anchor and motor over to another creek named Mill in St. Mary's County on the south side of the Patuxent River, just upstream from the Route 4 bridge.

By 7:00 AM, I am the only boat anchored in this secluded, sheltered cove surrounded by forest and marsh ponds. I used the inflatable canoe to explore the shoreline and paddle into a secluded pond. When I stop over at Patuxent River, I will anchor here instead of the bustling Solomons Harbor. Only jets and helos flying overhead to land at the Pax River Naval Air Station break the silence. Oh, well, can't have everything all the time! What a great gunkhole!

May 6: No wind again today, and foggy with two to three miles visibility. No chance of sailing to the Potomac River on this trip; time to head back north towards home. I motored out to Cove Point Light House to take pictures for my collection of Chesapeake Bay lighthouses.

I took leave from Cove Point on a NE course across the Bay toward the eastern shore. A few miles out from Cove Point, the visibility drops to about a mile in fog. This is the main shipping channel I am passing through. The channel is wide, deep and not clearly defined in this part of the Bay. Those big ships can take over a mile to stop in an

emergency. I do not want to become a target for those vessels. I began making security calls on channel 13, the bridge to bridge navigation frequency, used by all commercial traffic in the Bay. "Security Call, this is S/V *Sandee Lee* on a NE course position, calling any commercial shipping transiting the area." No answer after numerous calls while peering out into the unbroken white out of fog. Whew! "A collision at sea could have ruined my entire day!" I am not sure who first said that but it was a well known quote used a lot during my USCG navigation days. Radar would have been great comfort during this foggy crossing of the Bay. But the GPS was a must with no radar for precision navigation. I must use this scenario in my USCG Auxiliary boating safety classes.

I came close aboard to Sharps Island Light on the eastern side of the Bay. Visibility has increased to two to three miles. Coming close aboard the old leaning light structure, I take a photo for my lighthouse collection. It leans about 15 to 20 degrees.



Sharps Island Light

I decided not to anchor on this side of the Bay but rather, continued on closer to home. I headed NW toward the South River. The South River is the next river south of Annapolis' Severn River. I still motored in calm winds and seas, a stark contrast to my fast roller coaster ride south a few days ago. Thank goodness for my auto tiller to do all the steering today while motoring; the auto steering mechanism was the best equipment investment I made with all the solo sailing I do.

About 4:40 PM, I anchor in Selby Bay near the entrance to the South River. Today I motored eleven hours with NO sail time today... my little 8hp, 1 cylinder Yanmar diesel rumbled away flawlessly.

May 7: At 7:10 AM, I weighed anchor and depart Selby Bay in calm winds with one mile visibility in fog. I motored out to Thomas Point Light and take a photo for my collection. Thomas Point Lighthouse is now automated and is located just off Fishing Creek which harbors USCG Station Annapolis, where I stand radio watch several times each month as an auxiliary. Great shots of the lighthouse in the fog.

I soon depart the lighthouse staying over the shoal line heading north toward the Severn River. I stayed in shoal waters to avoid any commercial shipping in low visibility. Soon visibility dropped to fifty yards! No problem with my position due to precision GPS data. However, seeing other boats is the problem. I began using my mouth powered horn to sound I long blast every two minutes. I heard



Thomas Pt. Light on Chesapeake Bay.

numerous radio transmissions on channel 13 up around the Bay bridge, commercial shipping trying to contact recreational boats being plotted on their radar in practically zero visibility.

Real scary up there for recreational vessels. I am thankful there won't be any tugs, barges or ships along my track line in shallow water. I only came upon two small boats trolling in the fog; they suddenly appeared off one bow or the other at about 25 yards. They are NOT sounding fog signals! In fact, I did not hear ANY fog signals being sounded by boats today, except for my own! What happened to recreational boats following the Rules of the Road? I sure teach the rules in by boating safety classes! I will use this scenario as an example also.

I enter the Severn River still on GPS navigation and pass several sailboats motoring out to the Bay. I see no land until I reach the U.S. Naval Academy seawall. Then the

visibility improves and I am able to motor the rest of the way to my home dock without worrying about what looms around me in the dense fog.

At 9:50 AM, I moor at my home dock on Saltworks Creek. Today's foggy trip took only two hours and thirty minutes; it seemed to take a LOT longer with a tense time in heavy fog.

Overall, this is what I call a GREAT seven day trip! I finished warm, clear and sunny! I call this experience exhilarating, serene and challenging, all rolled into one! My wife does not understand how I can seem to have such fun on a trip involving 3' to 6' seas, 20kt winds, isolated anchorages, calm, drizzle and near zero visibility. I didn't break anything or hurt anyone. I have some new Bay stories for my classes. Now for my next cruise...

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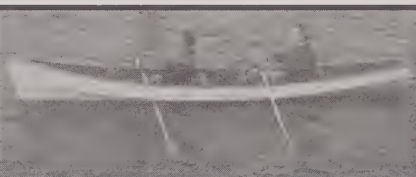
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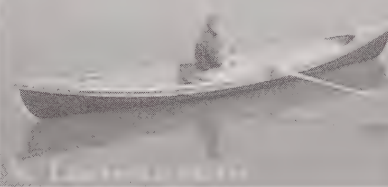
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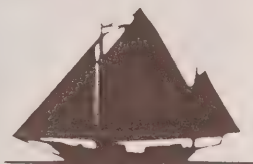
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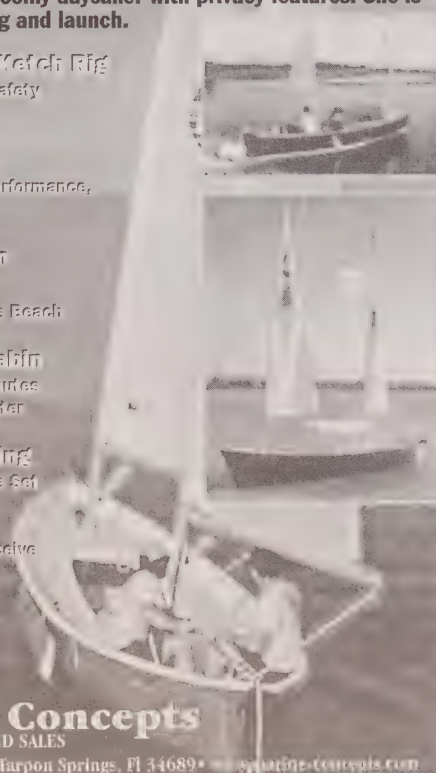
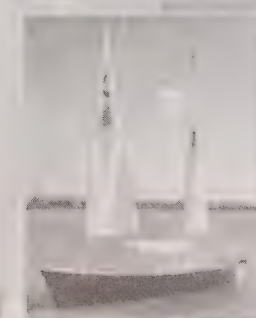
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Rowing the Green Heart of Holland

By Dale Hamilton

Holland has the most miles of waterways of any country in the world. Add to this Heinekens, pickled herring, tall blonde Dutch girls, and an almost universal English speaking capability, and the die was cast. Gwen and I would row through the green heart of Holland to celebrate my 60th birthday.

From Loosdrechtse Plassen, that great inland lake, we would take our boat south on the old River Vecht, through the medieval town of Utrecht, then west on the IJssel into Monfoort, turn north on the Monfoortse Vaart, then to the River Amstel north to Uithoorn. Completing our circular route, we would row east on the Oude Waver Winkle to Driemond, pick up the Small Weesp, then south on the Vecht, and so home to the Loosdrechtse Plassen. The route would take us 125 kilometers through the heart of central Holland, the Green Heart as it is known. Unfortunately it would require us to twice cross the Rijnkanaal, that infamous concrete pipeline that shuttles heavy barge commerce north and south from Amsterdam to the Rhine River.

We arrived at Amsterdam's Schiphol Airport and took the train east to the old historic town of Alkmaar, best known for its weekly cheese market. I called my Internet friend Tjeerd, skipper of the 50-ton Dutch trawler *Johanna Hendrika* on which we were to stay for a couple of days. She was beautiful, black hull, white deck rails, cream colored decks, lofty masts, a wheelhouse, and an after steering station. Very salty, stepping onboard made you want to wring salt water out of your socks. But alas, we had caught her in the midst of fitting out for sea, mounds of gear everywhere, paint cans, brushes, trays, crowded every flat surface. In short, it looked like a Dale Hamilton project in the works, and I had to fight the urge to put on my grubbies and help Tjeerd recondition the ship.

We spent the next day exploring Alkmaar, the cheese museum, the beer museum, and a couple of little pubs. After seeing the cheese market and museum, I decided on what my next career would be. I'd move to Holland and become a Cheese Porter. They work only on Friday, yet get full employment benefits and insurance coverage, they have their own union that limits the amount of cheese they carry, and the real clincher, they get fined if they drop a cheese or are late for work. But not to fret, the money all goes into the beer fund, which they drink away every weekend. We ended the day with a smoked eel appetizer and a cheese fondue (naturally).

Our objective next day was to relocate to Loosdrechtse Plassen, the water gardens of the Netherlands. We took advantage of the excellent train system, fast, cheap, and crowded with morning commuters. We marvel at how tall the Dutch girls grow in these parts, and they all wear the required blue jean jacket.

Loosdrechtse Plassen are flooded peat workings that go back to the 14th century and today take up 8,900 acres set between lush green strips of land, a fitting place to start our tour through Holland. After checking into

our little hotel, I wandered down to Bonnema Watersports to have a look at our boat.

She was maybe 14', a flat bottom fiberglass copy of a lapstrake skiff. She would be fine and I wouldn't have to worry about somebody stealing her at one of our overnight stops. It was the oars that had me concerned, these had flat narrow blades and square shafts and were maybe 6' long. They were clearly intended to rent to the general public who would then paddle around the immediate vicinity of the dock until they got tired. In the words of Louis Carroll: "While little hands make vain presence, our wanderings to guide." Oh well, Hornblower didn't have his choice of oars either when he escaped from France at night. We finished the day at a delightful open air lakeside restaurant where I ordered the "gebakken Zeetong," a Dover sole kind of fish. I thought my Dutch was pretty good until the waiter handed the menu back and said "point."

Friday morning as we breakfasted in our hotel, I was astonished to be paged for a telephone call. It turns out that the local newspaper had heard of our intended tour and wished an interview and pictures. We met Wily at the boat, described our route, snapped a picture, and we were off.

We had to row across the Loosdrechtse to the Drecht West, which would give us access to the River Vecht. Again Gwen demonstrated her ability to read a chart by finding the very narrow Drecht buried in the tree line far across the lake, although it seemed like it took us forever to get there, the oars being so puny. We entered the sluis, or lock, which was very much like we encountered everywhere in Europe except for one detail. While we were waiting, a Dutch shoe on a string came snaking down the lock wall directly into our boat. This, we came to understand, was that the lockkeeper wanted a couple of Euros to open the lock, sluisgeld its called.

We headed south on the Vecht, formerly a busy waterway, which was replaced in 1952 as the main link from the Rhine to Amsterdam. The road runs along this peaceful river, on whose banks are charming villas and small manor houses built by the rich Dutch merchants of the last century. Past Loenen, a small town with trim houses bedecked with spring flowers, and then Breukelen, the town that gave its name to a quarter in New York city founded by Dutch settlers, Brooklyn, ye know. They actually have a Breukelen bridge here, but its only 10' wide. We put into a small canal and came ashore to find our way to an open air pub in the town square. This little town must be the epicenter for tall blondes, we counted a half dozen just as we were having a beer. Now, all I need to find is the pickled herring.

Beautiful Dutch boats were everywhere, and we noticed they all shared certain features; wide, squatty, deep belly, but resplendent with glistening bright work and polished brass, more like a Dutch shoe than a boat. Dutch boaters as well don't follow the ordinary rules. We suspected this might be the case the first time we were overtaken by a power boat. We had to get out of his way. This was confirmed around a particularly tight bend when an oncoming power boat actually scraped our oar tips as he powered by at full speed, leaving us bobbing like a cork.

Not that this is limited to boating, we noticed that Dutch drivers pay absolutely no deference to cyclists and walkers, they barge through their midst scattering pedestrians like chickens. Even walking on sidewalks, Gwen and I were repeated overtaken by motorcycles seemingly intent on running us down from behind. I think this must be some manifestation of the Dutch esteem of individual rights. It may well stem from the second World War, when five years of military occupation by the Germans suppressed all forms of individual freedoms. Until then, the old Calvinist values of family, frugality, and the work ethic marked the Dutch temperament. The Occupation changed all that, nobody had any freedom. And with the end of the war, physical liberation produced a kind of mental liberation as well, a process that reaches its azimuth in Amsterdam today. Anything goes in this city devoted to pleasures of the flesh and individual expression.

Gwen jerks me from this rumination with the observation that some young chap riding a recumbent bicycle down the footpath on the bank seems to be trying to hail us. He turns out to be Jorg, my e-mail friend who lives in Maarssen, the next little town coming up. I had sent him our agenda with which he had been able to intercept us. As he is a dedicated oarsman who sells racing shells, I very freely admitted my apprehensions about the oars. It had taken nearly six hours today to do 14k. Jorg, bless him, offered to convert a spare pair of 10' racing sculls to fit my boat. I was speechless, but I vigorously nodded my head up and down. On to our canalside B&B in Maarssen and a delightful dinner in the pub next door.

We took Saturday off and rode the bus into Utrecht. This charming old medieval city is a maze of tree lined canals, narrow stone bridges, and canal side quays that are much lower than street level. Much of the city nightlife inhabits these quays, but we were



Entering Utrecht on a Sunday morning.

Dale working the manual lock to enter Monfoort Voort.



day shift and at the top of the list is Pieterskerk, the early Romanesque church built in 1048. An even older find in the basement of the Centraal Museum is the Utrecht Ship, dating from 997 and excavated in Utrecht in 1930. It is in excellent shape and we note that it was carved from a single tree trunk. Other than that, the museum contained only paintings, Rembrandts and the like, and some odd furniture reminiscent of what I went off to college with.

Returning to Maarssen, we found Jorg waiting for us. He had actually transported two 10' sculls, two life preservers, and all his tools on his bicycle. We worked for an hour and soon had the sculls adapted to the boat. They were wonderful, smooth and powerful, and we covered 200 meters of the river in a heartbeat. On to dinner that night, eel on toast points and a herring on a bed of onions, Dutch style, raw.

Sunday morning was bright and beautiful and we were away after a breakfast of cold cuts and cheese. We entered Utrecht accompanied by the most stupendous bell tower symphony I have ever heard. We heard it even before the city came into view, and every church in the city contributed their carillon as we approached. Just for us, just for us. Later in the morning we neared a pub in the central city and noticed the canal was crowded with rowing boats, their occupants all wearing numbers. Grandly we rowed through their racecourse past hundreds of cheering spectators right up to the door of the pub where we disembarked and went in for a beer.

By mid afternoon we had arrived at the Rijnkanaal, which we had to cross. It was wide, fast and turbulent with fast moving commercial traffic, no place for the faint-hearted. Experience has taught me to consult the lockkeeper, and this one readily came and inspected our boat. "It's possible, it's possible," he allowed, meaning we might survive the attempt. That's just not good enough for me at this stage in my life. Instead, I asked him if he would ask the next available pleasure boat to give us a tow across. No problem, and in a minute Gwen and I were in our orange life preservers hunkered down on the boat's sole being safely towed across the canal.

It was then just a few kilometers to Nieuwegein where we moored just by the Doorslagbrug (bridge). I left Gwen with the boat while I located our hotel, which required a taxi to get to. This was a really nice hotel and they never even raised an eyebrow when we marched in with two 10' sculls. Even the cabby had no problem lashing oars to the side of his Mercedes. Ah, the tolerant Dutch.

The next day was the Pinksterdag holiday and a fine day for our 20k passage to Woerden. We headed west on the IJssel where the river is actually elevated above the pancake flat farmland. At Monfoort, we had to enter the Monfoort Vaart, a tiny 12' wide peat canal, but the manual locks were chained shut. This looked bad until I spotted a German couple coming the other way with keys. Between the two of us, we locked both boats through and then it was clear sailing down this tiny, tiny ditch until we got to the huge steel barge that had broken loose from its moorings and totally blocked our passage. This looked bad, too.

I managed to get my body wedged between the relatively firm bank and her windward bow and I shoved. Amazingly she moved and by degrees I was able to shove her out of our way. On to Woerden, arriving after 5pm. This is a delightful medieval town at the confluence of two rivers and two canals, and after some searching we located the Best Western hotel directly on the canal. I stopped at the bar for a few beers before I even carried the bags up to the room. I had rowed for eight hours without refreshment, having stopped four times during the course of the day looking for a beer. The world may perceive the Dutch as great beer drinkers, but there are towns in Holland where you can't buy one.

We pushed off early the next day for our 25km passage to Uithoorn. After passing under four stone bridges we turned north on the River Grecht, which at this point was only 8' wide. I had to use one scull as a paddle to make any progress at all. Moreover, some of the bridges were so low that Gwen and I had to huddle on the boat's sole to pass under them. Once out of the town I could resume proper rowing. I rowed all day through lovely Dutch countryside and open wetlands, past windmills and farms each surrounded with flowers until finally, late in the day we raised Uithoorn. Jorg had given us permission to moor the boat at his rowing club, and after a little trouble finding it we left her snug and safe. We hiked up to the nearest pub, refreshed ourselves, and then walked the short distance to the Tulip Hotel.

It was a gray and drizzly morning when the hotel chap took us back to our boat. The look on his face seriously questioned our sanity as we loaded the boat and pushed off into a light rain. Departing Uithoorn, we picked up the River Amstel which we took north before turning east on the Oude Waver Winkle. It was a solid downpour now and Gwen was bailing the boat with some regularity. We were both in our rainproof ponchos, but by the end of the day we were thoroughly wet.

Nevertheless it was lovely countryside that slipped past our boat and at Stokke-laarsbrug we picked up the Holendrecht, which led us through the tiny Abcouder meer and finally to the River Gein. All this way we hardly saw another boat, maybe because it was raining cats and dogs. We made Driemond with short tempers and wet bottoms, after another 2km we spotted the Park Lake Hotel. As their dock was in full view of a dining room crowded with diners at this hour, we felt like Shackleton's party coming ashore on Elephant Island. A great dinner and to bed in a really nice hotel.

The next day was supposed be our last day on the water, but as I studied the charts, the nearly 30km back to Loosdrechtse looked longer and longer. I had an inspiration. Inasmuch as we had extra days, why not break the run home into two days? The hotel had room for us the next day, so we resolved to move the boat down to Nigtevecht, leave her for the night, and take a cab back to Driemond.

That decided, we jumped into the boat and made for the locks that opened out into the Rijnkannallit, it being necessary to cross that hemorrhoid again. My intention was to ask a pleasure boat for a tow. It never occurred to me that we would be turned down not once,

but twice in two hours. The lockkeeper as well refused any kind of intercession on our behalf. What kind of skippers were these that would deny a small boat this favor, forcing them to hazard a risky crossing of a commercial waterway under oars alone. I was beside myself with anger and disappointment as we put on our life preservers in preparation for our attempt.

At that moment a lady stepped up to ask what our trouble might be. She was a local bus driver who had evidentially witnessed our problem. I explained and she volunteered to ask the next boat that came through. That was not long in happening, a little old mom and pop in an old fashioned houseboat chugged into the lock. There was a brief conversation in Dutch and the old man accepted my towline. I wish I could find this angel to thank her for our safe crossing.

Once across we entered the Small Weesp heading for Nigtevecht. And the little old houseboat kept going and going and going toward our destination. I realize I should have hailed the old man to cast us loose, and I struggled within myself to make this happen, but alas, my weak body prevailed over my spirit and I enjoyed the tow all the way into Nigtevecht. But there was still the problem of where to put the boat for the night. We saw no public docks, or even a pub on the river.

There was, however, a dealer of really large yachts. Great fiberglass monsters each bearing a window sticker of at least a half million Euros. I sent in my Boornslang Boats business card and calmly asked the salesman if we could moor our little pissant boat in his sales yard for the night. Unbelievably he agreed and so we left her tied up under the glistening bow of a million Euro yacht. There was no beer to be had in Nigtevecht, so we called a cab and returned to our hotel in Driemond for the night.

We wisely started our last day early. The weather was bright and clear but the forecast indicated that would not last. The old Vecht was calm and peaceful as we slipped noiselessly from our mooring. By the time we made Vreeland, a headwind had appeared and the sky was darkening. Notwithstanding, we stopped at an agreeable little riverside cafe for some refreshment. The weather continued to deteriorate as we departed the Vecht and picked up the Drecht West leading us into the Loosdrecht. This passage was very poorly marked but it was a waterway protected from the full force of the winds. As we tentatively pushed east, we caught glimpses through the trees of the Loosdrecht to the south, which had some really serious whitecaps on it by now.

Once again Gwen managed to guide us accurately through this unmarked passage to find the Loosdrecht spread out before us. It was a maelstrom that we beheld, but the wind would be with us as we crossed to the eastern shoreline where the boat yard was. Once again we donned Jorg's orange life preservers, at least they would find the bodies. I noticed Gwen stuffed her jewelry and traveler's checks into her zippered pocket. Venturing out onto the lake, we felt the full power of the wind.

I rowed hard to keep from taking water over the transom from the following seas. But the water was so turbulent that much of the time my oar grabbed only air. At other times I could feel the ash sculls straining as they

took too deep a bite. Breaking one of these halfway across would be a serious thing indeed. Although the wind was with us, I still needed to turn some 30 degrees to make the boatyard and this I found impossible to do. Every time I turned out of the wind we started shipping water over the weather side rail, and it wouldn't take much to cause us to founder. The sky was very dark now, with lightening appearing on the tree line we had just departed, but the rain had not yet started.

As the east shoreline approached, there was no question of us coming ashore. I had a choice of piling up in a big marina, the docks at a large hotel, or one of the private houses that lined the beach. I choose the latter and picked a house that even had a private boat ramp. We landed dramatically but safely and I hauled the boat well out of the water. As a matter of fact, I was just 200 meters short of the small creek that would have led us to Bonnema Watersports. The homeowners were not at home and we had to crawl over two locked gates with our gear to gain the street. We made it to the bar of the big hotel next door just as the heavy rain started.

Once again, a large glass of beer and a large wine worked their magic and we were soon restored and invigorated. During a break in the rain we packed our gear back to the Heineke Hotel. I left Gwen and walked over to Bonnema's to report the story of the boat. They judged it too windy to recover the boat and suggested I return the next day.

Next day Mr. Bonnema thought it still too windy to send a power boat over for our boat. He did give me a small outboard motor and drove me down to the house where we had left it. This time someone was at home. We knocked at the door fully prepared to deal with an upset, irate homeowner who resented a trespassing Yank. Indeed, when the woman saw me she pointed her finger excitedly and spoke loudly in Dutch to Mr. Bonnema. I was looking to escape when I noticed their faces were not angry. I waited for the translation. "You're the man," she said. "You're the man in the newspaper last week," and all of a sudden it was a big joke that we should be blown up on their doorstep.

Oh, the tolerant Dutch.

(Dale Hamilton and Gwen Canfeld are U.S. government workers who live in Muffreesboro, Tennessee, and have had all sorts of similar rowing adventures).

Gwen framed by the lovely Oude Waver Winkle.





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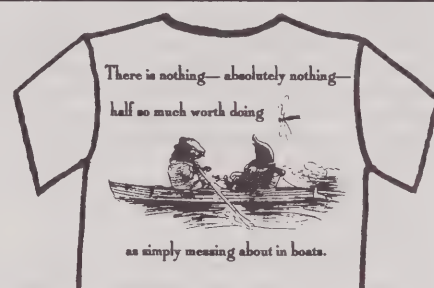
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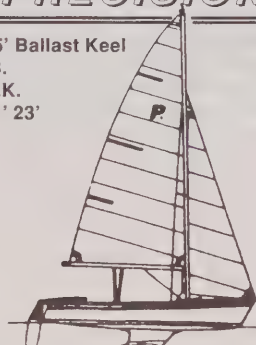
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The Prestige sinking and subsequent oil spill onto European shores and the Erika incident before that continue to roil the waters, and will do so for many years. European nations have decided that their needs supercede the well-established set of rules, codes, regulations, treaties, MOUs, and agreements that have governed international shipping for many years. "Once a ship enters our waters, we will tell it what to do," seems to be the common theme among the European nations.

But the International Maritime Organization's Secretary-General emphasized that the IMO should always be regarded as the only forum where safety and pollution-prevention standards should be discussed and adopted. There are no exceptions, he said. One problem in all this: Many European agencies and groups try to speak for all the nations concerned, just as there are several international groups with pertinent interests. But there will be fundamental changes and the shipping business had better be prepared to adapt to them.

An idea of what happened during the month of mid-April to mid-May can be derived from these snippets:

The political impact of the sinking of the Prestige will be extremely destructive, seriously undermining the IMO and threatening major international treaties, declared one writer.

The sinking was most likely initiated by failure of the side shell and its supporting structure, according to a senior expert.

The European Union forwarded to the IMO a set of formal proposals to change the MARPOL Convention, among other things accelerating the phase-out of single-hulled tankers and immediately banning carriage of heavy grades of oil in single-hulled tankers.

Critics immediately pointed out that there is probably insufficient shipbuilding capacity to replace single-hulled tankers and insufficient scrapping capacity to absorb the banned tankers in any reasonable timeframe.

The rush to ban single-hulled tankers could be ignoring other factors in such disasters as the Erika and Prestige sinkings.

Italy banned all single-hulled tankers over 15 years old that are loaded with dirty cargoes with an API of less than 30 from entering or calling at Italian ports after May 4. Previously, several nations had banned single-hulled tankers from their 200-mile exclusive economic zones.

Even far-off New Zealand felt the pain of Prestige and the problems of ports of refuge when the double-hulled tanker Capella Voyager somehow cracked exterior plating over ballast tanks while entering Whangarei harbour with 108,000 tonnes of crude oil from the Persian Gulf. Critics asked why the harbourmaster hadn't closed the harbour to the tanker and they called for marine safety laws to be tightened. Last January, the IMO was asked to make the coastline from Cape Brett to Bream Head a compulsory no-go zone for ships over 45m in length but some critics said that was not going far enough. Ship movements should be tracked more closely and ships inspected before entering port, and single-hulled tankers should be banned or New Zealand would become the only port of call for "old rust buckets. They're taking strong measures in America and Europe but we are a lot worse off than those countries because we are a long way from

Beyond The Horizon

By Hugh Ware

Europe vs The World (Continued)

help should disaster strike," stated one marine conservationist.

In the States, critics were also wondering whether a European ban on single-hulled tankers would drive "rust buckets" to US waters if they cannot work in other waters. One expert pointed out that US rules encourage older vessels to trade in American waters. Many VLCCs over 25 years of age regularly unload in the US but not one ship of this age discharged in Japan or Korea in 2002. No rules, just "discouragement."

Members of the European Parliament offered a plan whereby the European Union would require double-walled bunker tanks on all new vessels including container ships. Such ships carry sizable amounts of fuel oil for their engines.

Lawyers for the Prestige's master are seeking answers why the Dutch salvage team had to wait for nearly 12 hours before being helicoptered out to the stricken tanker.

Back in January, the Spanish government estimated that clean-up costs would exceed \$1.05 billion for its part of the spill.

The IMO has been described as "shipping's supreme regulatory body" but it has a full plate and there is some doubt whether the IMO will be able to process all of the proposals for new rules protecting the marine environment. For one thing, proposals to provide the IMO with the legal power to set minimum ship-structure standards were fiercely attacked by a member of the International Association of Classification Societies. Even worse, the European Commission's sweeping proposals for shipping and port security guidelines would go far beyond the proposals that the IMO will consider and many IMO-recommended guidelines would be compulsory.

Another potential IMO problem: About 9,000 vessels fly the Panamanian flag and that government will have a hard time implementing the IMO's amendments to SOLAS (Safety Of Life At Sea) and the introduction of the IMO's International Ship & Port Security Code. This new code, adopted after the terrorist attack on the French tanker Limburg, provides anti-piracy guidelines.

According to one expert, new procedures are needed to ensure compliance with the EU-proposed MARPOL Annex VI if it becomes effective in 2005. The procedures would deal with sulphur emissions from ships. Companies must review their fuel-purchasing practices, engine room and bunkering procedures, and vessel design while suppliers would have to be registered and comply with new licensing regulations.

Terrorism

Measures for port security are beginning to reduce crimes rates. And the Coast Guard ordered the cruise ship Holiday to remain at New Orleans until all passengers and luggage were re-screened. There were numerous violations in the initial screenings.

Kellie Marie Ferguson is a terrorist in the eyes of the US government because she missed her boyfriend. The unhappy 20-year-old left notes around the cruise ship Legend of the Seas with threats to kill its 2,400 passengers while she was on it for a ten-day Hawaiian cruise. Now she faces two ten year jail terms. Reportedly her mother told the media something like, "Let her rot in jail for awhile. She needs the lesson."

The Environment

All claims arising from the break-up and sinking of the chemical tanker Erika near the Channel Islands have been paid in full, reported the International Oil Pollution Compensation Fund.

Albany, NY was to be the first terminal in the Port of New York/New Jersey's efforts to distribute containers quicker and with less impact on crowded roads. The first barge of a twice-weekly schedule arrived at Albany over 100 miles north of New York City. On the barge was a single container containing tiles. The next sailing has not been scheduled yet. At the southern end of the Hudson, the first bit of railroad track was laid in the \$70 million scheme to create a ship-to-rail facility at the Elizabeth Port Authority Marine Terminal. When finished at the end of 2005, the facility will improve air quality by minimizing truck emissions. A ten-car train can haul as much as 600 trucks.

And in Europe, environmental interests in Germany's coalition government are against moves to transfer traffic from that nation's overcrowded roads to its inland waterway system. But the European Commission has submitted a plan to the European Parliament and the Council. It would reduce congestion on roads by shifting freight to waterways. The plan includes suggestions for Intermodal Loading Units. These would eliminate the currently used but unstackable swap bodies and current standard intermodal containers, which do not fully utilize the maximum allowable dimensions for European road transport.

Bouchard barge B-120 ran over something in Buzzards Bay, Massachusetts and left a trail of 14,700 gallons of #6 heating oil draining from a 12' x 2' gash in its bottom. The oil washed ashore in gobs and patties, and 700 workers tried to clean up the mess before the summer season started. The company, reputed to be the biggest transporter of petroleum in the Northeast, accepted full responsibility for the incident but has been hard-hit by barge accidents lately, having one explode at a New York unloading facility with the death of two workers earlier this year, and a fire on a vacuuming barge a few days later.

The UN High Commission on Human Rights criticized the US government for failing to ratify the Basel Convention and its policy regarding foreign scrapping of ships. It also claimed that fraud was often involved in the export of ships for scrapping and noted that the US suspension of scrapping government-owned ships is not permanent.

The US proposed rules for reducing emissions from non-road Diesel engines and reductions in the sulphur content in Diesel fuel. Possibly as early as 2008, new engines would have to reduce emissions of particulate matter and nitrogen oxides, and, in 2007, Diesel fuel would have to have lower sulphur content.

Sea otters numbers are diminishing and scientists want to know why. Causes may include sharks and killer whales, fishing nets, rifle shots, but many are dying of heart attacks, perhaps virus caused, perhaps because an otter's immune system starts attacking itself. Research continues.

Punishments

Washington State imposed \$294,550 in civil penalties during the first quarter of 2003. Vessel operators were responsible for \$194,500 of that amount. And there were many other punishments, among them a Taiwanese ship operator and chief engineer who pled guilty to falsifying records to conceal illegal waste oil dumping at sea and a US company that paid a fine of \$200,000, got 36 months of probation, and must develop an environmental-compliance program for dumping ship debris into the Mississippi River.

Matters Medical

A typical pneumonia, better known as SARS (Severe Acute Respiratory Syndrome), has had little impact on the shipping scene as this is written but threatens. Hong Kong allowed the Malaysian chemical tanker Bunga Melawis to enter port for medical assistance after the master reported 10 of his crew of 24 were suffering from SAR-like symptoms. They and the ship were held in quarantine for ten days but no SARS appeared. A few more ships had a sick crewman who might have, or did have, SARS, some ports were skipped by cruise liners or cruises were cancelled, and every nation with sea contact worried about importing the disease. But, by and large, SARS stayed ashore. In any case, some ports are fighting SARS in their own ways. Singapore is offering a 50% reduction in port dues for all cruise vessels arriving before Dec 31, 2003 and all passengers disembarking now are having their temperatures checked.

The Australian Maritime Safety Authority issued a recall for two forms of "Travacalm" medicine, citing excessive side-effects from one and the possibility of far too much active ingredient in the other.

Ferries

As usual (it seems), ferries sank in Bangladesh during the month. The 77' Sharifpur with 200 passengers sank at Kishoregari, killing at least 62, including 39 children. Elsewhere, the double-decked Mitali sank near Dhaka, killing at least 90. Tropical storms were blamed for both accidents.

The cross-Channel ferry *Pride of Provence* hit the breakwater at Dover in "fine conditions" and the master has been suspended while investigations take place. Minor injuries to 28 people, major injury to the master's pride.

Odd Bits

Cambodia's new flag administration issued a 46-page plan on how the register's new managers will drastically reorganize the disgraced register but the ITWF says the plan is "laughable."

Piracy has tripled in the past decade, and there were 28 attacks this March in Indonesian waters alone. But Singapore has increased its port security, hoping to stop acts of nautical piracy, and stiff prison sentences

doled out by Chinese and Indian courts should also help.

Think "warship" in the future and you may be visualizing a high-speed catamaran. The US Army's Incat-built USAVS *Spearhead* (TSV-1X) has worked out magnificently during the Iraqi operation and elsewhere, according to her skipper. "We have carried just about everything in the inventory except trucks, which were already on the battlefield, and we hit 48.7 knots running down the coast of Qatar." The US armed forces have been putting the Austal wave-piercer Joint Venture (HSV-X1) through a series of rugged trials and the Navy is acquiring another Incat, *Swift* (HSV-2), in mid-2003.

A Louisiana University laboratory is investigating ways of changing fish wastes such as fish heads, racks, and skins into collagen pure enough for lip-enhancing injections, cosmetics, food products, and pharmaceuticals. About one third of each fish, shrimp, crawfish, or crab ends up as salable food so raw material is plentiful. The new product may replace collagen derived from beef hides.

The Russian government switched from opposing private oil pipelines to approval and will study how to transform Murmansk, that frigid port near the Norwegian border above the North Cape, into an oil-exporting port that would service Europe and the United States. Perhaps mariners will be making "Murmansk runs" once again.

The Panama Canal will be closing lanes in all its locks for maintenance this summer so Canal through-put will drop from the usual 38 ships per day at times. Better book ahead. The Canal is also testing two-way simultaneous passage of large commercial ships through portions of the Gaillard Cut, which was widened in recent years to a minimum 192 metres. If tests are successful in the Bas Obispo and Cascades portions of the Cut, testing will switch to the remainder of the Cut. Testing will last nine months or longer, depending on the availability of Panamax vessels.

The Norwegian Cruise Line is getting serious in its efforts to operate American cruise liners in American waters. First, it got the Jones Act modified so one of its foreign-flagged liners could cruise the Hawaiian islands without the need to visit foreign soil in the form of UK owned Fanning Island. Then it bought the American-built, partially complete hull of a Project America ship and bits and pieces of a second ship after the owner declared bankruptcy. Now the NCL has bought the mightiest liner of them all, the Blue Riband-holder *SS United States*. It will undergo hull and superstructure modifications in the US and the outfitting will be completed abroad before going into service, US flagged and US manned, in US mainland waters. "There's been a tremendous response, I didn't know the ship had such a following," said NCL's CEO. NCL also bought *SS Independence*, which sailed in Hawaiian waters until October 2001. Its future role is being evaluated.

Recent orders for 8,000-TEU container carriers have renewed interest in ships carrying more than 12,000 TEU (twenty-foot equivalent unit). Results? Proposals but no orders so far.

After three decades of service, Maritel has stopped offering VHF voice connections to US land-side telephone networks. Too

much competition from public-service services (cellular and PCS), satellites, and other commercial mobile radio services.

New Zealand's oldest operating paddlewheeler was gutted by fire. The *Otuni* was built by Yarrow & Co in 1907 for New Zealand's shallow rivers.

Australia banned the wintertime export of livestock after learning that en route mortalities were excessive. Now, the government will allow exports if "predictive modeling" calculating heat stress is used to select and prepare livestock headed to Middle East customers.


Headshakers

Let not one part of the US government do anything that might endanger a manatee, that was the decision of the US Fish & Wildlife Service. The Coast Guard and US Army Corps of Engineers, for instance, may not authorize, regulate, or fund any watercraft or watercraft facility in certain parts of Florida where manatees reside. Translation: No approvals of regattas, boat ramps, docks, or marinas.

What started out as an eight-day school trip for 44 students and four teachers lasted a few days longer and ended with a rescue by icebreakers and helicopters. The students boarded the coastal freighter *Nordic Express* at Rimouski, Quebec for a voyage on the Gulf of St Lawrence. The freighter became stuck in heavy ice near the western entrance to the Straits of Belle Isle between Newfoundland and the mainland. Ice conditions in the Straits were the worst they have been in thirty years. Two Canadian Coast Guard icebreakers tried for a week to free the freighter but eventually helicoptered the school folk to shore. There, they boarded a plane back to Quebec City in time for school Monday morning.

After an EPIRB (emergency position-indicating radio beacon) signal was detected by a satellite, a search from a Coast Guard plane revealed nothing at the EPIRB's location 470 miles northwest of Bermuda so a Norwegian tug transiting nearby was requested to make an on-scene search. It found a sea turtle somehow entangled with the EPIRB. The turtle may have activated the EPIRB in struggles to lose its unwelcome tow.

British Columbia has some precocious sealife. Luna is a three-year-old killer whale that likes to frolic where vessels are. Recently, he rolled over and laid his flukes on a tug's bow. He got a free push. "Like walking a dog," said the tug's operator. But then there is Foster, a false killer whale. He was last seen helping two tugs push a bulkier to the Roberts Bank coal facility.

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I remember seeing a handsome display model of this boat in the Dennis Conner collection of America's Cup boats, when he first brought the entire collection to Auckland a few years ago, and made it available for viewing by the public.

Now Auckland model builder and scale sailing member of the Ancient Mariners group, Alex Bartlett, has built and launched a superb RC model of this 90' schooner. Alas there is not a great deal I have been able to find about the original boat, but thanks to one of Howard Chapelle's fine books, I have learned that after being built in 1857, *Magic* went on to lead a fourteen boat fleet home in a single 35 mile race off New York in 1870, in what was an America's Cup defence. Built

And There Was *Magic* in 1870

By Mark Steele



by Byerly & Son in Philadelphia, the fleet in that cup defense included the substantially larger, 105' Great Britain challenger *Cambria*.

Alex Bartlett is a meticulous builder of fine models, his last one being the ketch *Tioga* from *Ticonderoga* plans which he launched in Auckland in February 2001. Now has come his model of *Magic*. This latest model of his has beautiful lines and is already attracting much attention whenever it is sailed. Not yet fitted with a great deal of detail on deck, I am sure that such will appear given time, but it is a truly lovely boat that sails well in medium to moderately strong airs, and another example of New Zealand model boat building skills.

Something Small, Something Big

Two Very Different & Contrasting Sailing Models From One Builder.

By Mark Steele

The pilot cutters of England make good subjects for sailing models, and here in Auckland, New Zealand, one mustard keen builder and enthusiast, Ron Rule, is always on the look out for boat designs that are different.

His latest two are certainly that, as well as being radically different to each other, for

one (the larger of the two) *Brendawyn*, a pilot cutter built up on a bare fiberglass hull imported from England, took some 500 hours of Ron's time to complete over a period of six weeks.

The other, a delightful little square rigged Man O War only 13" long and just an inch from being of approved Footy size, occupied considerably less of the builder's time, in fact, if I remember rightly, it suddenly appeared after only a couple of weekends work. *Square Foot* (the plans for which he made up as he went along!) certainly looks the part and has started several modelers thinking about building a square rig model. Using two channel radio, the masts on Ron's model actually turn, resulting in quite incredible response for a boat that size. Square rigged models are notoriously difficult in coming about.

The pilot cutters, sailed by hardy crew, worked in the Bristol channel from the River Severn out into the Irish Sea, in the process having to contend with some of the roughest water in the world caused by the funneling of the tides, and the weather up a tapering channel for some 150 miles. They averaged between 45' and 50' in length, and had to be both fast, and able to deal with the conditions normally encountered. The largest of these boats was *Mascotte*, and Ron's boat, with its *Mascotte* hull forms the basis for his model.

All fittings on *Brendawyn* other than the four turnbuckles were hand crafted, the decks are jarrah strips laid over ply, and for ease of transportability, the bowsprit and topmast can be retracted by merely removing two brass pins. A drop keel with 8 lbs. of lead is used, as Ron wanted it to be an all weather model.

Ron's rule is, he must be busy, and this modeler gets immense pleasure in building,

and he is always turning out models in his small shed. Time just flies when he is absorbed in his craft, and when it is time for lunch, he says he is usually summoned by a pebble thrown from the window of the home at the galvanized wall of the building shed. "Ping! That's my cue!"



NorseBoat

By Kevin Jeffrey & Chuck Paine

Kevin Jeffrey has teamed up with well known yacht designer Chuck Paine to create NorseBoat, an innovative sailing and rowing cruiser. This eminently seaworthy 17'6" adventure craft is strong, lightweight and portable, ideal for exploring coastal and inland waterways.

Kevin Jeffrey developed the concept for NorseBoat over the past several years. When Chuck Paine first reviewed the concept he was intrigued and readily agreed to serve as the project's designer. Despite Chuck's primary focus on high end yachts, his knowledge of small boats and eye for aesthetics proved invaluable.

NorseBoat is designed to be exhilarating to sail, a joy to row, and simple to maintain, transport and store. Her traditional lines are pleasing to the eye, while her modern design, epoxy/glass construction, and high performance rig make her fast and efficient under sail or oar.

The heritage behind this craft is both the open sea boats of the Norse sailors and the rugged, seaworthy beach skiffs used by fishermen in the 1800s along the New Jersey shore. Blended with this heritage are many design innovations and high quality modern construction.

NorseBoat is a gaff rigged cat with a lapstrake hull, raking transom, lovely curved stem and graceful sheer. She has a modest deck to keep her dry, a small wineglass transom for buoyancy, positive floatation for safety, and a pivoting centerboard and kick up rudder for shallow draft explorations. The fully battened mainsail is powerful yet easy to manage, and simple to reef when the wind pipes up. An optional roller furling screecher kit gives exceptional lightwind performance, and both electric and gas motor options are available.

There are two models, the NorseBoat 17.5 Express rowing version and the NorseBoat 17.5 Explorer sailing & rowing version. Each model has two rowing stations, and there is plenty of storage space under the U shaped seat and the foredeck. An optional dodger and pivoting bimini provide spray and sun protection. An optional zip in tent converts the NorseBoat to a cruiser able to sleep up to two adults and two small children.

Two people can carry the NorseBoat to the water. On the beach she sits upright, and on a trailer she fits into a standard garage. The two piece carbon fiber mast, curved gaff yard and boom, sail(s), tiller and oars all fit into a tubular bag that conveniently stores out of the way under the thwart.

NorseBoat was scheduled to be officially launched at the Maine Boats & Harbors Show in Rockland, Maine August 8 10. Retail costs for the NorseBoat are projected at roughly \$6,000 US for the Express model and \$10,000 US for the Explorer model. A wide range of options are available for this new adventure craft.

Designer: Chuck Paine

Concept: Kevin Jeffrey

Contact: Kevin Jeffrey, Avalon House, RR1, Belfast, PEI, Canada C0A 1A0, (902) 659- 2790
norseboat@avalonhouse.ca, www.norseboat.com



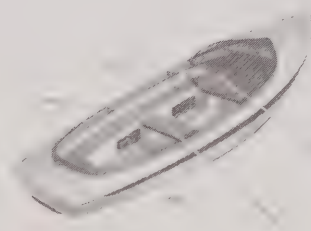
NorseBoat 17.5 Explorer sailing & rowing model with optional dodger, bimini & lightweight screecher headsail.



NorseBoat 17.5 Explorer sailing & rowing model with optional dodger and lightweight screecher headsail.



NorseBoat 17.5 Explorer sailing & rowing model with optional dodger.



NorseBoat 17.5 Express rowing model with optional dodger.

Specifications

LOA: 5.33m-17'6"
LWL: 4.57m-15'7"
Beam: 1.57m-5'2"
Draft (Board Up): 0.20m-8"
Draft (Board Down): 0.94m-3'1"
Mast Height: 5.33m-17'6"
Sail Area: 10.22sm-110 sf
Weight: 91kg-200lbs
Capacity (Persons): 6
Rowing Stations: 2

Options

Second set of oars & oarlocks
Aluminum trailer kit
Lightwind screecher kit
Dodger, pivoting bimini
Camping tent
Sailing kit upgrade for Express model
Electric or gas motor kit

Design Philosophy

Ketchup is a 23' (7.0m) trailerable catamaran/tunnel hull, suitable for home building from readily available plantation plywood. She offers a practical blend of performance, stability and accommodation for a small group or family. While attractive, fast & fun, this boat has been designed primarily to be simple to build. To this end there is maximal use of right angles with minimal cutting & no torturing of ply.

Ketchup has been designed for Australian conditions. As these include cruising everything from placid inland lakes to fighting the sudden squalls and steep pitched waves of the southeast coast, she would be an able coastal cruiser anywhere in the world. Ketchup is not intended for major ocean crossings, but because of her speed potential she would be happy island hopping in favourable conditions.

Design & Structural Detail

Ketchup is an asymmetric catamaran, maximizing the keel to keel "track" while staying within the 8'2.5" (2.50m) legal trailerable limit. The 8' track is the same as that of a conventional cat 11' wide. The outside of the hulls are vertical and a straight line from bow to stern, meaning that sections are fitted into a right angle between the hull and the bridgedeck.

The 10 station frames start with a quarter circle at the stern (stn 10), with the radius of curvature increasing exponentially forward until by the front of the bridge deck (stn 3) the arc has become a straight line at 45deg (see Drawing 04, Hull Sections). This angle is held through to the bow. This gives her a fine entry with load carrying ability increasing aft. All arcs are 4', the width of a plysheet. This shape also builds in 3.5" of rocker, though this isn't visible in profile because the side/keel piece is left protruding to its full 4' width. This provides a mini keel running 16' from 2" depth @ station #3 to 5.5" @ the stern (#10), giving a little more bite to windward without even using the daggerboards. It should be remembered that the straight outer hulls also resist lee drift a lot more than conventional hull shapes, a feature employed to great effect in the early Pacific proas.

Frames start at width (& height) 30.5" at the transom (station 10 @ 23', bow=datum) and increase to 34" at station 3. Increments are half an inch/station. Station spacing is 28" with 2' left between 9 & 10 (a supplementary station should be added @ 1' 0", between datum & station 1). Hull width is increased 32mm to account for the keel piece, which is made of laminated ply or hardwood, to form an on edge plank 200mm wide. It is shaped right up to the bow, protruding an inch or so beyond to allow for beveling off. Below the waterline it extends half an inch below the sides. It is not shaped but has a 50mm aluminium or brass strip screwed to it to take the bottom for grounding, beaching, transport etc. (Note that the fact that the rocker is hidden within the boats sides means that it will sit firmly and level along its two 16' side/keels, and means it can be transported on a flatbed trailer, truck, railway wagon or ship's deck. It would even be possible to build a detachable axle to these keels making the boat its own temporary trailer.

Battens are run along the inside surface of the keel plank & the underside of bridge deck to hold the inside sheathing ply curve

Ketchup Racing

An Original Design by Jeff Gilbert

while epoxy sets. The deck is adequately supported as the tunnel "ceiling" is 2'6" max width. Joins are strengthened with strips of glass before a final complete layer of glass, epoxy then paint is applied across the sides, bottom/tunnel & outboard pod. Painting should include Awlgrip or equivalent on the tunnel "ceiling".

Construction

Requires no strongbacks or jigs, but simply a flat area, a few sawhorses and the sort of tools most households already have. Necessary tools are a power hand drill, jigsaw, sander, power saw & a dozen or more clamps. In harsh climates much of the boat can be cut out and finished in a spare room, then outdoor assembled in a few days. The heart of the boat is the 16'x 8' bridgedeck made from 8 standard 9mm sheets of ply in two layers (one laid athwartships, one bow to stern) edge glued with longitudinal stringers under and crossways stringers on the ends of the deck. Ply bulkheads (12mm) are then stapled & epoxied to the underside of the bridge deck some are missed out or cut out depending on the accommodation plan decided upon,. Those staying are epoxy filleted in.

Each hull side takes three standard 9mm sheets, with 150mm scarf joins reducing the total length to the desired 23'. Keel pieces (32mm hardwood or layers of ply for taking the bottom) are fitted to the inside lower edge of each flat outer side panel before attaching to the bridge deck & bulkheads. Where the frames are removed for berth/stowage purposes, the floors put in place adequately compensate, especially as the entire hull structure is made from ply 50% thicker than that used in many similarly sized production cats.

Sheathing is simple as the only cutting required is in the front sheet. Before bending this first sheet out to meet the sides, fit the front plywood "box beam" to prevent bending the keel outwards and giving your cat a disastrous splay footed look! This beam provides emergency flotation (about 160lbs!), supports the front positioning block/clamp which takes the removable wood or alloy tube bowsprit/prodder, and lastly supports the front net. This mesh is a great place to get a cooling splash on hot days, and makes a comfy hammock & even bed unless there be ferocious mosquitoes! The twin foredecks have generous overhangs to prevent pitchpoling. These are drilled as fixing points to lash on the net.

Fitting the inside of hull ply cladding should, if possible, be left until the cuddly accommodation plan has been decided upon, as bunk floors & storage areas need to be installed, involving alteration/removal of some bulkheads.

Also flotation bags & tankage are now installed, & if required, access holes in bridge deck positioned and cut, head partition installed etc. etc. All this can be done after turning the hull, it's just more difficult! It may be convenient to build the boat over two winters. In this case all these decisions could be left & the boat sealed up & sailed as a large (and fast!) beach cat for the intervening summer season.

Flotation bags are air filled 4 litre wine casks in all flotation cells. Even if a compartment is holed it will take little water. To prevent the casks popping out of a holed hull section they are encased in old fishing net. See your local trawler fleet!

Accommodation

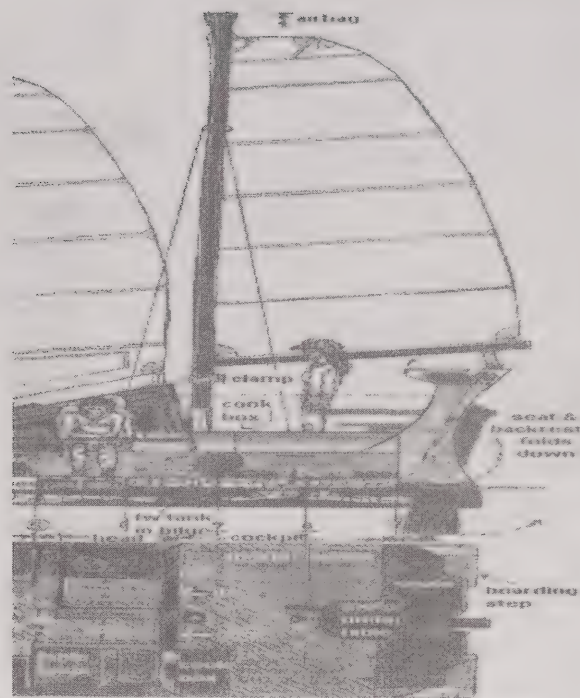
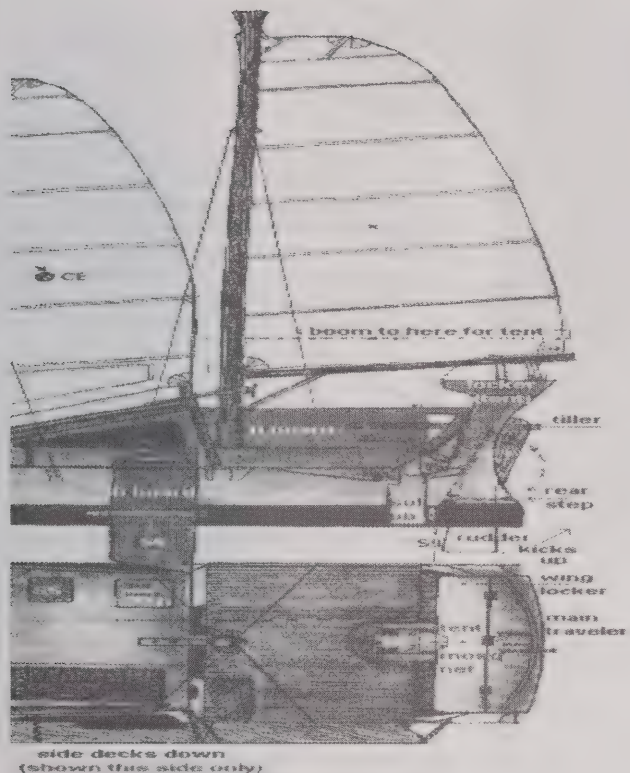
Cuddy: Best use of this is two permanent berths, a fold up eat/cook/navigation table with seating for three, and a dedicated head with separate entrance & ventilation. The cook sits on the boat centerline at bridge deck level, with feet in the port hull under the table & probably resting comfortably on the auxiliary quarter berth which extends under the cockpit! This berth is only available if the table is folded up against the side window. The cook and/or diner(s) use the head wall as a padded backrest. Most cooking will be done by placing the camp stove(metho 2 burner, no gas bottle hassle) on the cook box, under the boom tent. But underway one needs to cook out of the weather and spray. A large flat bottomed stainless steel bowl is the sink, sea water can be heated for wash up/showers directly over the stove. A SS bucket is used for retrieving sea water. Flexible fresh water tank is in the bilge below the Q berth, hand pump mounted on the rear cuddly wall.

The Navigation table is a flat oblong box with a hinged lid which can be temporarily set at any angle. It can be used anywhere on the boat. Within are charts, drawing gear, torch, GPS, ship's log. It slides into a rack on the inside of the rear cuddly wall. From this position the map taped to its top is flush against the porthole in the rear cuddly wall, & thus the helmsman can refer to it from the cockpit.

Windows indicated in drawings are in fact tinted perspex covers across two non opening portholes each side. This ensures that there are no leaks. The portholes siting and size are optional, the important thing is to preserve as much meat as possible in the cabin sides to retain the integrity of the monocoque structure. If ventilation thru hatch/doorway proves inadequate a rear facing dorade vent can be installed in the foredeck of either or both hulls.

Berths: Two arrangements possible: (1) For max sifting headroom, two single berths are placed forward in the hulls, with their foot extending under the foredeck. (2) For couples a double berth across the beam is more suitable. This is structurally stronger than (1) and frees up massive storage forward in the hulls, but at the cost of headroom above the bunk, which must be at bridge deck level. This berth forms an excellent 3rd seat forward of the table. Headroom problem can be alleviated a little by a stargazer hatch above the bed head, though foredeck access is best achieved via the foot wide side decks.

Heads: 3' x 3'6" shower has nearly 5' headroom, the head is forward to give maximum headroom over the shower. Shower choices are to sit on a low bench or use a hatch swinging up with a rose attached under its highest point. This connects to a hand pump on the wall via hose, another hose from the pump is plunged into the water bucket sitting on the floor or toilet, wherever it fits. Boiling a jug on the stove then mixing with sea water is enough to give a nice hot shower. A camp shower, canvas water bag and rose, would also work well from under this hatch, also



from the boarding step, hanging the camp shower from the wing. Head/shower floor is high enough above the sea to self drain via a bung. There is room for a toilet holding tank low in the hulls. Porta potty/bucket & chuckit are options depending on local laws. A simple hole in the bridge deck level is tempting as activity is hidden between the hulls!

Deck, Cockpit & Boom Tent

General: The cockpit is 8' x 6' 3", and is great for sleeping, eating and general socializing. At the rear of the cockpit a bench seating four extends the width of the yacht. A large hinged table splits the seating; under this is the nacelle holding the electric outboard. Over the table is the tiller, controlling a large kick up rudder. This is fixed to the 12mm ply seat back/transom. The port seat back is free from the other seats, and hinged at deck level. When the seat back panel is unclipped & swung back through 180 degrees, the under seat becomes an access step between the bridge deck & the rear boarding step. Heaps of storage is available in the starboard hull, and port if Q berth not used, below the cockpit. Hinged lids can be 45 degree bevel cut as access.

There would even be room to slide a slightly deflated RIB in from a door in the transom cum seat back, launching it off the rear boarding step. An 8' RIB could be carried from the wing. It would also be possible to hinge the entire back rest & drop it into the water as a boarding ramp.

Boom Tent: This waterproof canvas tent is stored in the huge locker accessed by lifting the hinged front half of the rear wing top. The tent needs no special poles. It extends over the boom (raised 18") and lowered mainsail, and is laced each side of the boat through a row of small holes in the daggerboard which form the boom tent cum cabin walls. On either end the tent is cut to slope into the cuddy roof and rear wing, it can be fixed to a row of domes along the back

of the wing, meaning the storage box remains indoors and useful. Windows are provided by the daggerboard handles! (see Dwg #01). In certain warm climes it may behoove one to frantically deploy the mossie net before and underneath the tent to avoid the crew being eaten. This alone (quite apart from all your eating irons, tools & spare chain winding up on the seabed) is a sound reason to forget slatted decks.

Side Decks: These are 12mm ply, a full foot wide & may be lowered in two sections when sailing. They are supported by chains from the cabin top & wing. When stored for towing they fold up against the boat side below the window (front section) and become a cockpit coaming (rear section). If racing the rear section may be used for hiking out on a trapeze. Both are coated with grip paint (as are all bridge deck/cabin top surfaces). Side decks are further supported by hinged triangular braces which flip out & lock from flush with the outer hull sides. When side decks are in place a 3' by 1" wide leather lined slot cut out of the inner side deck edge guides & constrains the...

Daggerboards: These slide down flush against the hull sides. The other fixing point is just below the waterline, a wooden rung which will serve as an anchor point for inflatables/dinghies/visitors, and is handy for swimmers. The front rung support is streamlined, while the rear support is built light so the daggerboard will blast out the back without compromising the hull should the board strike a submerged object (such as the bottom!). Note that this is made possible by the side deck slot being a foot over width. This last foot can be filled with lightly glued in polystyrene foam or other crushable material. Boards have a top lip (outer side only) of ply to prevent them falling through.

At anchor the boards are used as solid boom tent sides. They lock into position exactly above the raised side decks and between

the angled sections of cuddy sides & wing side support (see Dwg #01). Holes in board sides are for lacing tent roof. The boards are fashioned from epoxy saturated 18mm ply, tapered to leading and trailing edges, but shaped on the outer face only. A cutout serves as both daggerboard handle and tent side window in its dual roles.

Bermudan Schooner/ Ketch Cutter Rig & Sail Plan

Rigged as ketch cutter, but could also be classed as a schooner.

Foremast 21' with 100sf fully battened square topped loose footed foresail, with see thru panel; 37sf jib/staysail on three quarter forestay with bridle to bows and furler above this. 107ssf masthead semi Genoa (extends 1' behind mast) on furler. Attached to demountable 11' prodler clamped into seats on front beam & foredeck forward of mast. This sail is not necessary, but it or an asymmetric spinnaker would be great in light airs.

For downwind racing the two jibs can be replaced by an asymmetric spinnaker of 285sf (490sf total). Full spinnaker seems futile as the two mains running wing & wing downwind would rob it.

Twin backstays clip to chainplates SS bolted through outer hull sides with 12mm ply backboards.

Mainmast 23' (constant diameter) carries 105sf fully battened square topped main with 8' boom doubling as tent ridge pole. Twin backstays run to eyes bolted thru the bridge deck (again mountings strengthened by ply backing plates). All stays on the boat have spring loaded clipons, and screw adjusters are replaced by tensioned springs.

Both masts are aluminum sections with sail track and halyard pulley built in below welded on masthead containers each housing a standard automotive airbag pack. (See below)

Masts are stepped in tabernacles comprising a 2' alloy pipe with diagonal braces

to deck plus an upper leather lined collar clamp braced to the cabin roof. Beneath the pipe an equivalent diameter hole is cut in the bridge deck. A hardwood block or alloy pin prevents the mast falling thru the deck (more on this below)

Capsize

Anti Capsize Features: The boat is unlikely to go past 90 degrees as when the masts strike the water they set off masthead air bags (pinched from automobile technology). The bags are packed into special aluminum masthead containers welded above and independent of the halyard pulley. They are identical to the car version except they remain inflated once triggered. Two low aspect mainsails instead of one (high aspect in most cats) produces a lower centre of effort (encircled X in Sail Plan Dwg #01). 260lbs of batteries low in each hull will be extremely effective ballast. These would be removable for racing.

Recovery: Beneath the tube holding the mainmast foot is a hole in the bridge deck large enough to push the mast through. Standing on the deck side (1' wide), (probably up to your knees in water), drop the main & loosen the mast clamps. Pass the main right through the boat till the air bag container stops you. Tighten the tabernacle clamp just below the air bag housing (large wing nuts with welded on extensions) and get the crew swinging on the wrong way mast plus dagger boards. As a last resort you could tie a few batteries on the end of the main, but they are pretty helpful where they are. Dropping all other sails would help. The foremast could be freed to float about on its airbag at the end of a line. The really serious type could fix pipes into the angled sections of the cabin side and wing for someone to swing on! The spar from the cabin would make a great hand hold

while leaping up & down on the slippery daggerboard.

Storms: If caught out and in trouble with windage in the bare rig the main mast could be dropped through the cockpit deck to act as a bizarre 18' keel.

Controls

Single large spade rudder mounted on the transom cum seat back. Kicks up for beaching. SOL Z electric outboard acts as an emergency rudder (it is designed for this). Also rudder control may be linked to the motor. Anchor and drogue can be carried one each hull in the compartments between stations 1 & 2. There is adequate room for chains & warps. Deployment is via a pulley in the centre of the triangular box forebeam. No winches are needed as no sail is over 10sm. The usual 2:1 or 4:1 sheeting as used on beach cats is adequate. All sail lines are led back through blocks to the centre rear of the cuddy roof. Rope ends disappear into a large canvas bag between the doors. The mainsheet is left aft with the helmsman, who can cleat it off or use it for more effective sailing. The main is also controlled by a vang plus an 8' radius curved traveler to the rear of the flat top surface of the wing.

Motor

The SOL Z 8hp electric outboard was chosen for:

Efficiency, as much thrust as a 15hp conventional internal combustion unit.

Reliability.

Running cost, 20% of diesel inboard or petrol outboard.

Environmental reasons (zero emissions, very quiet, this has a huge effect on fish/bird sightings).

Size, shape, design. It is small (easily built into a pod) and light (28k. Best of all the long shaft is blade shaped, it not only steers well it would make a fine back up rudder.

Practicality. Most marinas have shore power. Also batteries can be charged by wind, solar power (try cells on cuddy & wing) or towing a prop unit (I've ruled out petrol generators as they defeat the principle!).

SOL Z make even more compact inboard/sail drive units but they are unsuitable for beaching. The SOL Z 8hp electric outboard was NOT chosen for the weight of its power source, 4 Lifeline 4D batteries in sealed plastic boxes. However these are small enough to mount low in the hulls (two in each) giving 260lbs ballast in each hull. These don't need much attention but would be accessible from beneath the bunks. Further, a lot of weight in this yacht would be carried aft. This is countered in part by the hull sections, but final trim for unusual circumstances can be

achieved by mounting the batteries in a long wooden trough with a clamp each end, and sliding them fore & aft to fine tune the trim. Setting up for a weekend cruise this would be worth the few minutes it takes.

The SOL Z was NOT chosen for its price! Landed in the USA it is \$3,900 plus \$840 for batteries (see below), however this does beat \$7,000 for an equivalent Diesel. Cheaper electric motors are available, but the SOL Z has the right combination of reliability & size for this design. It is manufactured in Switzerland, so in Europe it should be cheaper than the above quote.

Safety

Items include foredeck railings, life rings in cockpit and there is plenty of space to carry a life raft in the cockpit, on the fore deck, on cuddy roof, or in the starboard hull.

To prevent pitchpoling we have high bows, devoid of storage and sealed off as dedicated buoyancy areas. The 45 degree hull line plus the 3" overhang of the deck further discourage plunging. The underside of the forebeam is also angled as the bows to force its way upwards. The 3/4 staysail provides plenty of lift.

The 4 batteries for the SOL Z, radio, stereo, nav lights etc. are seen as a danger. I've specified Absorbed Glass Matting batteries by Lifeline. These are guaranteed to have the following qualities: Sealed, nonspillable, install in any position, submersible without damage, maintenance free, 2 x normal life, fast recharge with no voltage limit, deep cycle, 3% per month unattended discharge, shock & vibration resistant.

For storms a set of reefing tapes is sewn on each main to drop them 40%. The flexibility of the sail plan is of great help in changeable conditions.

A Final Question

The Design Brief stresses simplicity & ease of handling. Yet Ketchup has up to 4 sails?

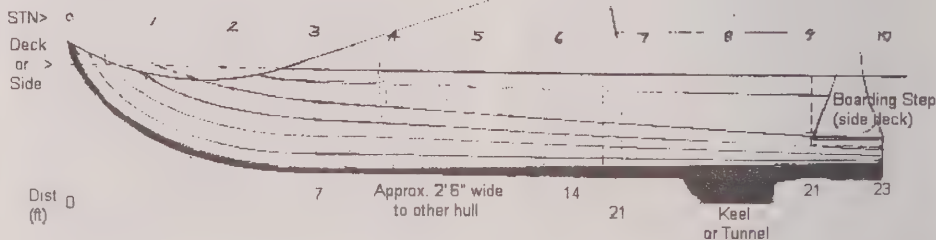
Answer: The sail plan divides the sail area into manageable chunks which need no winches; masts are easy to rig. The centre of effort is low, but more importantly almost identical for the entire plan & the forward main alone, thus the beginner can sail with foremast alone, the boat will sail the same as with all 4 sails just more slowly. In sudden changes it is easier to drop a sail than to struggle losing an equivalent area reefing. A sudden gybe, or badly torn sail is no longer a disaster! On the other hand one will never experience the thrill of dropping the only winch handle overboard!

Specs

LOA 27'
LOD 23'
LWL 21'
Beam 8'2"
Working SA 349sf
Displacement
 Lightship 1,100lbs
 Racing 1,500lbs (2 crew)
 Design 2,220lbs (2 crew, batteries & OB, weekend setup, bridge deck 23' clear of water)
 Major Cruise 3,180lbs (kitchen sink etc., drops the bridgedeck 3" to 20" clearance
 Immersion 310lbs/inch (increasing each inch)
Performance Calculations
Sail Area: Displacement 33/27 (Design WL/Cruise)
Disp: WLL 107/153
Expected Speed (15k wind) 9 kts
Expected Speed (SOL Z) 10 kts cruise, 15 max

Designer

Jeff Gilbert, 9 Birbai Place, Waramanga, ACT 2611, Australia, Ph (02)6288.9450, jgilbert@dynamite.com.au. Plans are available from U.S. Agent Duckworks, 608 Gammenthaler, Harper, TX 78631, www.duckworksmagazine.com



Boat Ergonomics

By Robb White

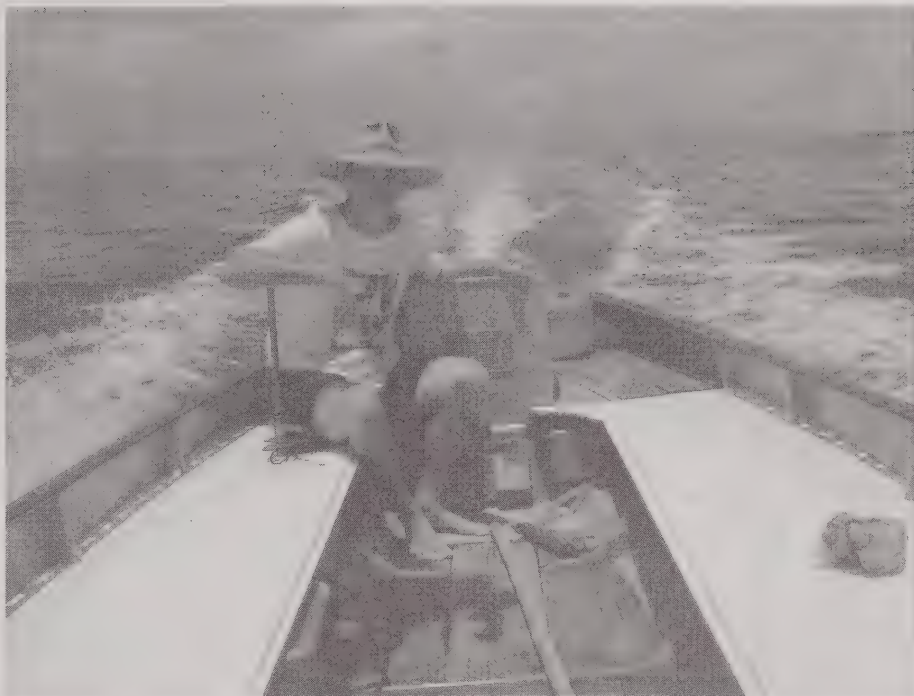
I used to suffer from persistent cricks of the neck. I thought that it was old age and that I was going to just have to live with it but then I got disgusted with trying to convince myself that our old surplus Navy motor whaleboat was actually a necessary necessity for living on an island and quit fooling with it and just used a little outboard skiff for transportation. It was the damned whaleboat that was giving me the crick of the neck. Something about how the tiller stuck out or something was causing a muscle to tighten up on me. Since we hauled the old boat out and went to skiffing it all the time, I have not had another single crick. Now I take ergonomics into consideration when I build a boat.

This is a pretty revealing picture. One thing is that it is easy to see that my eyes are about as close together as George W. Bush's. Interpupillary spacing is no gauge of intelligence. Some narrow eyed people are smart and some ain't. There is nothing wrong with the horizon not being level, either. Trying to keep the horizon level in a boat will give you a crick in the neck. My wife took that photo and she is (thank goodness) not one of those nitpicker style women who can't concentrate unless all the picture frames in the house are exactly level. There are some women who are so nonsensical about it that they will straighten the ties of men who they don't even know while they are waiting in line at the Post Office. That's the main reason I never wear a tie.

Another thing in the picture is that it is easy to see that my shirt does not seem to reflect my opinions about not advertising other people's products upon my person. I make exceptions to that rule when I am hid out down at the coast. Cast nets are rough on clothes and I leave my Brooks Brother's outfits on the mainland and use T-shirts my less discriminating relatives leave at the house. I think that's my "Real Goods" shirt which was left by my sister's liberal Democrat boyfriend. I also have a "Jack Daniel's" shirt left by my conservative Republican cousin. That bathing suit used to belong to somebody else, too, but that is my own good old hat. I don't wear baseball style caps with advertisements on them.

On the port side back in the stern is the spare fuel jug. It holds a whole tank full, 2-1/2 gallons... 60 miles. That paper sack on the port side seat used to have our lunch in it and the wet spot on the floorboards is where I sloshed some water out of the water jug. You can see one of those jumper style batteries trying to slide out from under the starboard side seat and you can see my toolbox trying to do the same thing. There is my bamboo push pole and the little manual bilge pump that I use to get the 2-1/2" of water that the electric bilge pump thinks is alright to leave in the boat.

I also use that sponge you can see keeping the clutch/reverse pedal from rattling. Check that, "It is illegal to discharge oil upon the waters of the contiguous zone,"



placard on the front of the engine box. Rescue Minor is not big enough to require that but I am a firm believer that any inboard boat ought to be required to post that notice and that includes jet skis.

Of course you can't read a word of the message because the plate is cast bronze and corroded from the spray. Notice the throttle thing. It is very ergonomic unless it gets hung up in the britches leg of my bathing suit and then it is most unergonomic. The top of the two little levers at the bottom is what you adjust the throttle setting with and the other

one is a little tension collar to keep the setting where you set it. The tall thing sticking up is a removable extension with a knurled bronze knob so I can work the throttle while I am standing up. It is very ergonomic both standing and, as you can see, sitting. See how my tiller arm rests comfortably on the engine box. That wrist is just as limp as the other one. Notice how straight the wake is. That is because I haven't done anything for a long time. As a matter of fact, things are so ergonomic that I was asleep at the wheel until my wife went forward to take this picture.

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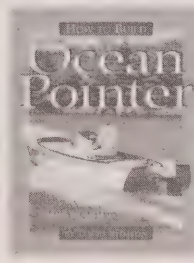
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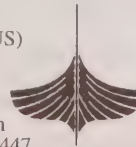
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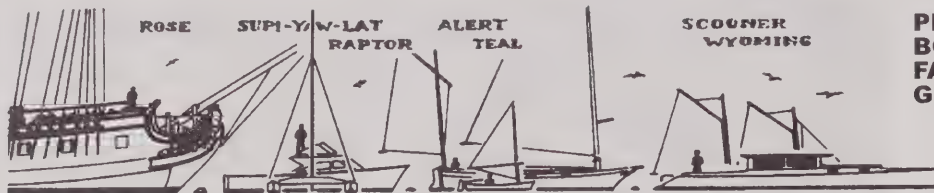
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Tender/Lifeboat FastBrick" Design # 663

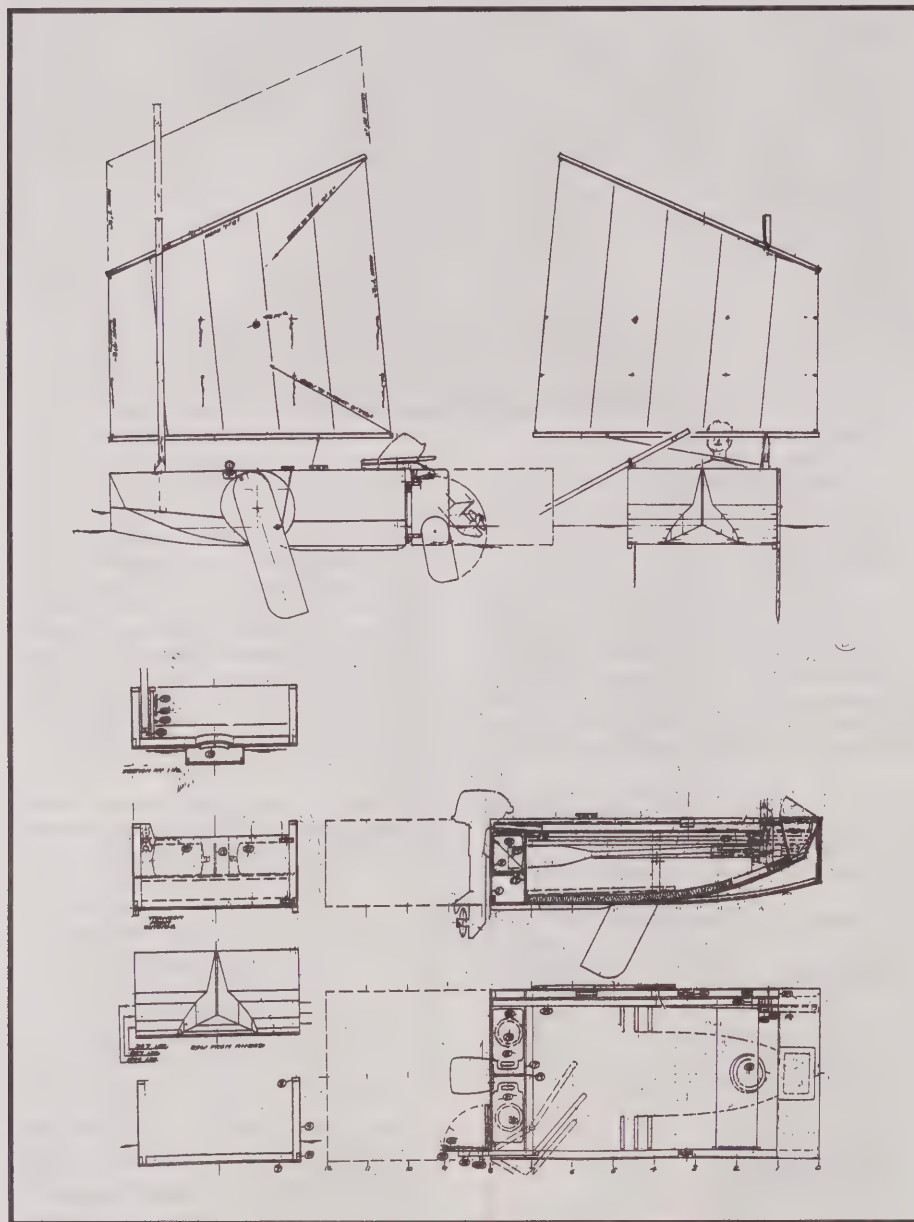
Fastbrick was designed as the ultimate compact tender and lifeboat for several sailing and power cruisers from 30' on up, already completed or yet under design. She was to be instantly ready to use with basic survival gear essentially built in and little chance of missing vital basics when needed most, with just crew and emergency totebag to be added during launching. In lieu of the pricey and only moderately reliable or durable inflatable liferafts, a solid hull with foam buoyancy, watertight compartments for survival gear and, perhaps most importantly, built in mobility under sail or with modest range under slow power plus oars were to be a vast improvement over the canister as the sole means of survival.

Therefore the basic idea was to maximize load carrying capacity for the given bulk on deck, support crew survival in case of loss of mothership, allow full planing speed on demand, modest sailing capability for the Capt. Bligh Memorial Cruise, all in a very stout, simple to build and repair hull. To match deck space and crew requirements the design (and its plans) was laid out to optionally to add to her length from a few extra inches to a full additional 4' to reach 12' in whatever increments, without alteration of most details except for more available spar length and thus sail area.

Adding length increases capacity 128lbs for each foot added, at 6" hull draft; i.e. the displacement of the 12' hull at 6" draft will be 1340lbs, 510lbs. of added capacity over the eight footer. Fastbrick would sit upside down (e.g. Yonder), rightside up (e.g. Le Cabotin), on gunwale edge (e.g. Fiji) to be handled by a matching davit mechanism, or it would ride piggy back on a dedicated launching ramp such as on several upcoming sailing and power cruising designs.

The 8' boat is designed with clear interior space 78" long and 43" wide with about 22" of hull interior depth for deep protection even with overload, to allow two people to lie down side by side for sleeping and lowest center of gravity weathering a gale. The foam backing of the sides and bottom insulates against cold water as well as providing positive buoyancy and added structural rigidity.

All equipment is supposed to be attached to the boat at all times, ready to launch and leave with no delay or risk of something



Particulars

Length overall minimum of 8'0" (lengthened at the stem in any increment up to 12'0" length).

Breadth 4'0" (4'1/4" with leeboard).

Height overall including quarter skids 2'1-1/2".

Draft with maximum leeboard down, 2'6" (at 6" hull draft).

Weight of basic hull 190lbs (with fir plywood at 36lbs pcf., lighter with lighter premium plywood).

Weight with full lifeboat equipment, 9.9hp motor, 6 gallons of fuel, and sailing rig, 450lbs; with two persons, 825lbs on 6" hull draft. Overload displacement on 9" hull draft 1,300lbs.

Positive buoyancy including foam 310lbs, with watertight lockers and forefoot, 850lbs.

Power: 2.5hp to 9.9hp 20" shaft 4 stroke. To plane with 6hp in light condition, or 9.9 hp with maximum load, on 6" hull draft.

Sail area 42sf.

overlooked; hence the tabernacled mast with the furled sail, boom, and yard stowing under it. The oars stow under the spars. They have to be removed before the mast can be raised from its stowed position, which seems natural in any case. They can be slung on the starboard side with the rig erected since the nested second boat would not be there. Rudder and leeboard are always there as well. And survival tools such as watermaker are to be kept in the three locked compartments aft and forward, with the folding grapnel and rode stowed in the forefoot volume.

The second, nested, boat is to avoid marooning someone on board when the primary tender is away on a milk run. The 5'6" Shoebox (Design #539) is the most capable boat that will fit in the unmodified 8' Fastbrick with all its equipment in place; Shoebox will carry two people in smooth water and can place ample positive buoyancy in its side chambers. It is very wet when rowed against the wind, though it can handle steep powerboat wakes if they are taken broadside on to take advantage of the side buoyancy and quick reaction in roll.

Without the fuel tanks box aft, ie. with loose tanks, Fastbrick will allow fitting a slightly narrowed 6'6" Tortoise (Design #363) of more capacity and capability over Shoebox. Stretching Fastbrick by about 9" allows tank box to remain in place while allowing Tortoise to be nested. Still longer boats can be nested given the appropriate stretch, up to 9' plus in the 12' Fastbrick. The 42" maximum overall breadth obtains for all lengths. Our Design #597, an 8' long stretch of the Tortoise, is an example. We'd take advantage of every inch of mothership deck space to stretch Fastbrick for enhanced capability.

6hp will plane the 8' boat with one person and no other load. The 9.9hp will plane it at 10 knots or more with two people, emergency tote, and supplies. In the lifeboat

scenario, the range of a 4-stroke motor run at its most economical rpm, should be well over 100 miles with 6 gallons of fuel, handy if a long sail leaves just you too far to leeward of terra firma and a few 10 miles under power would make all the difference. Use of the motor at very low rpm will enable the boat to sail to windward to a useful extent even in conditions which would stop her under either sail or power alone.

But she is primarily intended to sail reaching and running under good control while conserving precious fuel for the perfect moment. The balanced lugsail is selected for its combination of short spars to readily stow permanently in the boat and out of the way, and for quick and certain lowering, good reefing and furling proportions, and finally light and simple sheeting; with the boom downhaul tight, the boom will have little tendency to rise and allow the yard to sag forward even with the sail broad off, avoiding dangerous rhythmic roll before the wind. With a well cut sail with plenty of draft, and the boat trimmed somewhat down by the head, Fastbrick will make fair progress to windward if the sea is not choppy. Minimal boost from the motor will enhance her weatherliness when really profitable.

While Fastbrick measures just around 8' x 4', particularly in full lifeboat trim with every detail fully built in she is not a small boat! She will weigh above average, will absorb above average building hours, over a plain Brick for instance, but will support you extraordinarily in a time of duress at sea. Under more enjoyable conditions, being able to indulge in a modest but impromptu sail for the last half mile of the milk run back from town seems like a pleasant convenience.

Design #663 Fastbrick is available only from us for \$50 to build one boat. Phil Bolger & Friends, P.O. Box 1209, Gloucester, MA 01930-1627.

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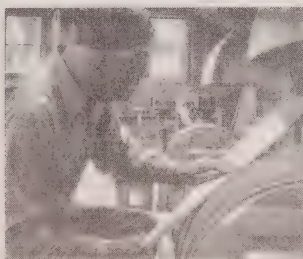


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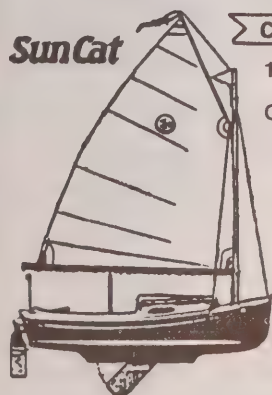
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When Louis Sullivan, the great Nineteenth Century Chicago architect, laid these three little words on the design universe, they profoundly changed the viewpoints of everyone who created anything of utility. But of all concerned, Sullivan's motto applies more to marine designers and boatbuilders than anyone else.

Let's say you're designing a boat and you see it in your mental eye in a certain shape; a form. This is fine until you get to the part where the boat is required to behave in a certain way; its function. Sadly, the sleek, trim little vessel you're designing for a guy who wants it to haul horse manure off Mackinac Island turns out to be non functional in that application.

The form of any given boat goes beyond its physical shape. Materials, methods of construction (usually dictated by those materials), and considerations of cost are all parts of a particular form. An oyster dredge is not going to require the quality of workmanship and materials going into the restoration of a Trumpy. Each has a perfectly legitimate function in sight, and each will be completed within the restrictions imposed by its primary function. Neither, however, will ever fill the function of the other.

All of which brings me to the point where I take umbrage at those who proclaim that this or that material or process is better (or miserably worse!) than some other thing or approach. Robb White probably started the whole thing in *MAIB* with his polemic against plywood, but the fires have been gleefully fanned by others. I would now like to at least dampen them a bit.

Some of my boats have been built using okoume marine ply. They turned out fine, and finished beautifully, but no more so than the ones that came from sheets of lauan that cost less than \$9 a sheet. Again, form follows function, especially in the dollar department. If

Form Follows Function

By Joe Reisner

brass does the job for you, what's the point of gold faucets?

The sort of boat with which I'm involved has functions of usage that set it apart from its bigger cousins. Small kayak types are dry berthed. Most, I suspect, spend far more time on sawhorses and tops of cars than they do in the water. They don't suffer the same kinds of functional wear and tear that even a trailerable sail or power boat does. This is going to greatly affect the life expectancy of one of my boats. With reasonable care, careful attention to proper storage (like not letting the hull take a set while suspended between too far apart supports), and good paint habits, a builder should keep a small plywood bateau in a healthy working life for as many years as he or she wants to plan.

The matter of paint is another where I take exception to some beliefs. I don't use latex enamel, simply because it has no oil and it can't be wet sanded. I hold sacred the belief that if it's wood and it's going to hang around with water, then it's got to be oiled!

The first coat on a new boat is white oil based primer, laid on thick with a roller, filled out where gouges and dents appear with a mix of the same paint and spackle (to a toothpaste consistency), then sanded smooth with 220 grit wet sandpaper and water. Depending on color, the next coat may be the final one, although I usually apply a coat of oil based alkyd enamel, the hardest, glossiest finish I can buy, then wet sand it as close to glass as I can get. A final cosmetic coat then ends the job. All this paint, of course, adds some weight. But the whole boat will come in at less than 50 lbs., so what's another pound or two?

While I love it when people ask me if my boat's made of fiberglass, there's more to it than vanity. This hard, glossy surface plus a coating of Teflon polish does wonders in cutting friction (the single greatest source of

resistance in water). In a boat powered by arms and a paddle, this can mean an increase of 10% to 20% in potential, either for speed or reducing fatigue on a long trip.

Twenty two years ago I started designing, building and providing plans and building instructions for a succession of little double ended kayaks. With their flat bottoms and hard chines they're more like bateaus, and have held this same basic form through five design changes. And all the way through the evolutionary process I've hung onto the same three part function.

The first function is to enable anyone with a pair of sawhorses and a minimum of tools and working space to satisfy the creative desire to build a boat, regardless of level of skill and without confrontation by a roll of intimidating blueprints.

The second function is to reward the builder with a lightweight, cartoppable boat that's swift, stable, safe, seaworthy and strong

The third function is simply providing the builder with an object of pride: a head turner that he or she can proudly display in any company of similar sized boats. There is no feeling like that of being able to say "Thanks" when someone compliments you on your work.

And wrapped around all three is a single requirement; it all has to be done for under \$175 (the current average in the continental USA).

The physical form of one of my boats has its sides pulled together at the ends with two frames holding them apart, and a bottom applied pie crust style. I use and specify plywood, my personal choice being lauan underlayment. It's sold as 1/4" but comes in at an actual 3/16" thickness. It has a surprisingly nice surface finish on both sides, and is easy to work and finish. As for its strength, of the boats I know of, from the Cook Islands to Newfoundland and all over North America, none has failed.

'One of my own sailed off the trailer at 65mph on Interstate 75, bounced a couple of times and suffered little more than scratched paint. My personal boat has endured heavy, rough use at my own hands and at a three day event where families could come for free trials at kayaking and, without even a touch up of the paint, went straight to work this season.

So I save money on material by using a very cheap but proven form of lumber, saving a bit to afford clear, select grade dimensional wood for the various rails and longitudinal parts.

Back in the fifties, Nat King Cole had a hit song called *Route 66*, wherein the songwriter had Nat urging the listener to "...travel my way, take the highway that's the best." All of us can find ourselves heading into this sort of attitude. "I use whatever because it's the best!" The best? For what? Think about the function, then decide on the form. We all tend to deliver our gospel in the most strident terms. It never seems to come over as "You're using that? Hey, it looks good," but as "What are you using that crap for?" There's the ever present danger of becoming the New York cabdriver who said (in the days before they started speaking Arabic), "That's my opinion and it's a fact!"

(Joe Reisner offers building plans for his Jozeboat for \$20. Contact him at 9600 Seventeen Mile Rd., Marshall, MI 4906).

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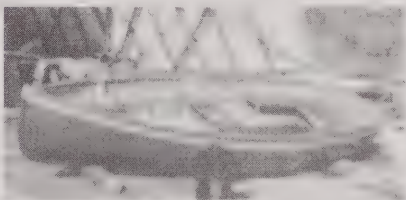
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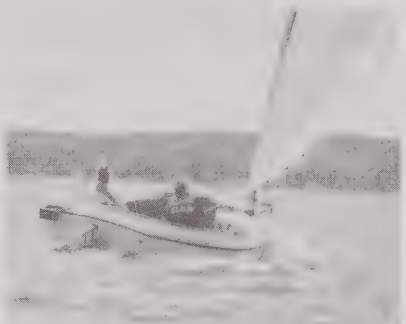


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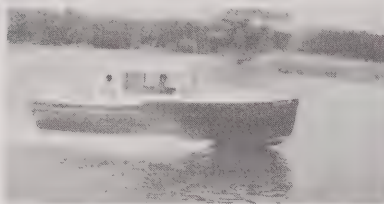


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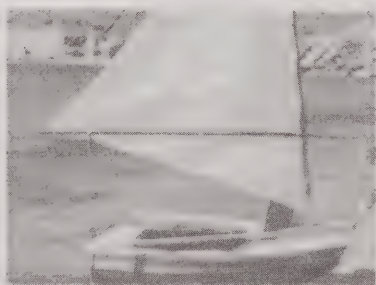
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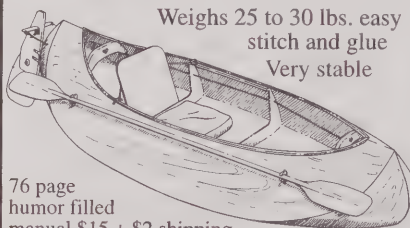
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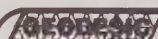
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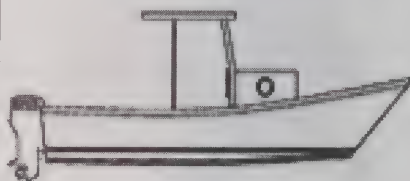
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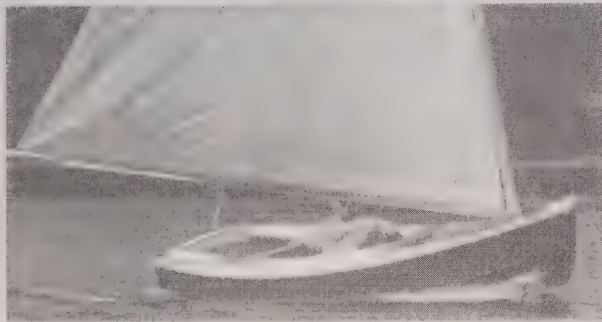
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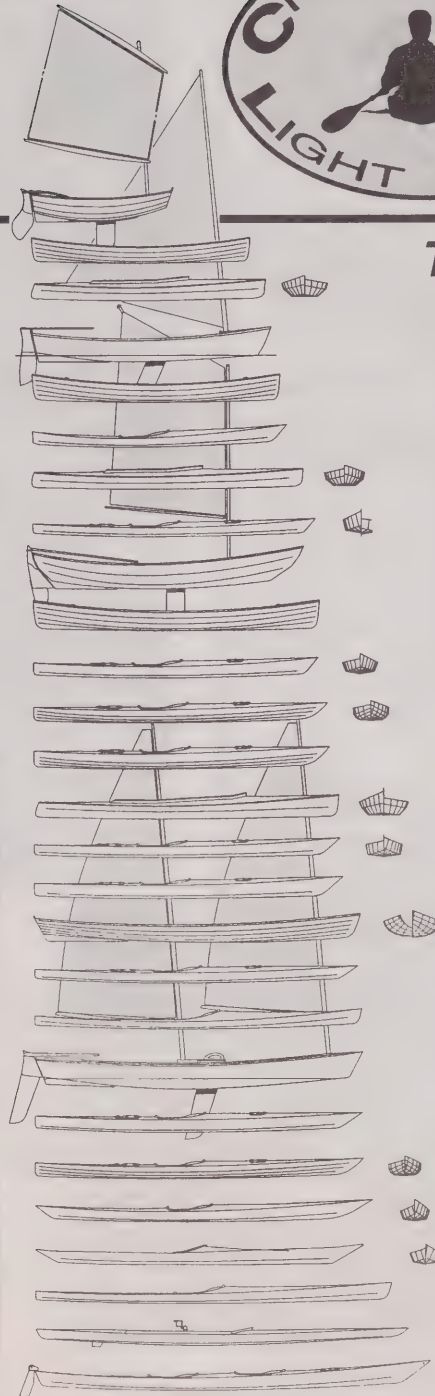
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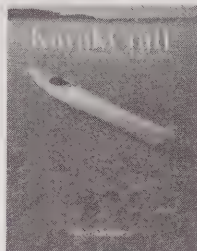
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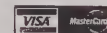
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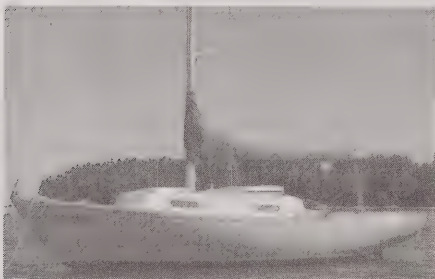
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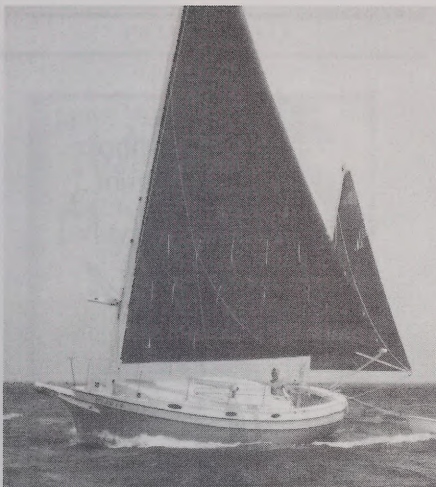
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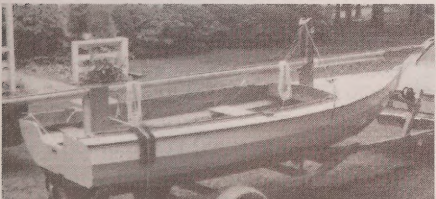
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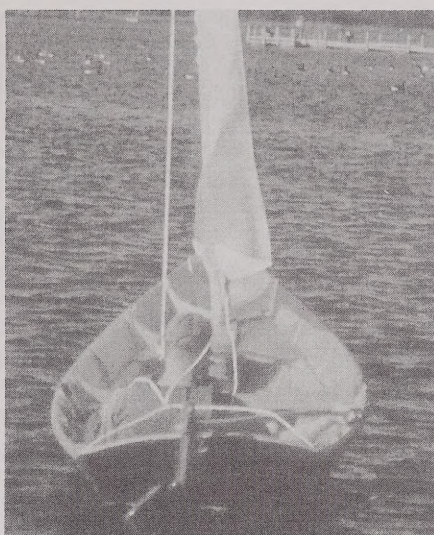
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Bolger Seahawk, LOA 15.5', blt '02, like new cond. Mahogany marine ply, epoxy FG, SS hrdwre, PVC gunwale guards & spray rails. \$1,750.
JIM KNEEBONE, Harpswell, ME, (207) 725-4556. (9)



14.5' Sailing Semi-Dory, wood constr, blt to John Gardner's plans as published in *The Dory Book*. asteped in tabernacle for easy trailering. New trlr tires. Main & jib, all lines, oars, anchor, trlr incl. \$1,500.
WARREN MANGER, Chalfont, PA, (215) 453-5128. (8)

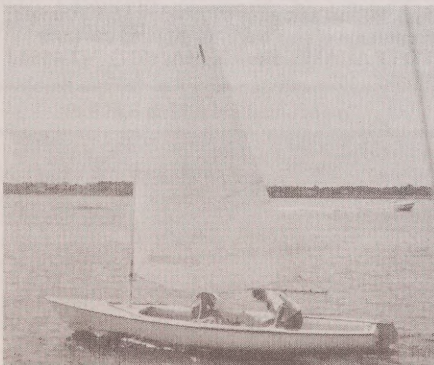
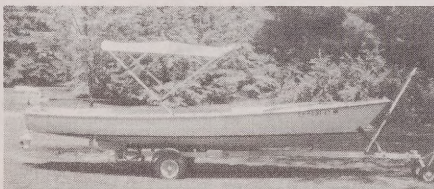


Heidi Skiff, Rich Kolin's 12' skiff w/spritsail rig, birdsmouth spar. Traditionally blt cedar on white oak. \$2,000.
RICK LAPP, Muncy, PA. (570) 546 8372, <Lappfam@alltel.net. (8)

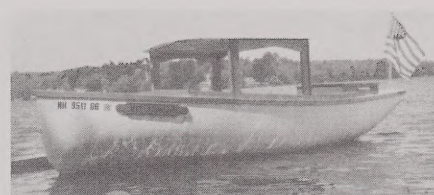
14' Thompson "Classic" Wooden Motorboat, pre '60. A fixer upper's dream: Structurally sound, in dependable use last 25 yrs on lg, windy, demanding Mooselookmeguntic Lake in NW Maine. Now nds major if straightforward refinishing of interior & front deck, some detail repairs. Available w/trlr, wo/motor. \$800 OBO.
MIKE FRISCH, Oquossoc, ME (Rangeley Lakes summer 2003), (207) 864 2004, After September, Buffalo, NY, (716) 834 7957, mfrisch@buffalo.edu (9)

Beetle Cat, 1yrs restoration 3 yrs ago. Nr perf cond. I need to thin my fleet. \$8,000.
JOHN SUTPHEN, Mystic, CT, (860) 536 0886. (9)

11-1/2' Cartopper, Bolger design. Taking bids.
KEN ARNOLD, Spring Hill, FL, (352) 686-9463. (9)



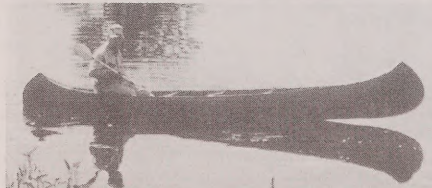
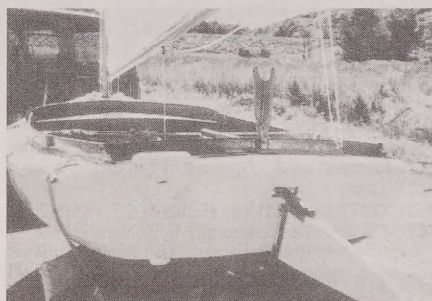
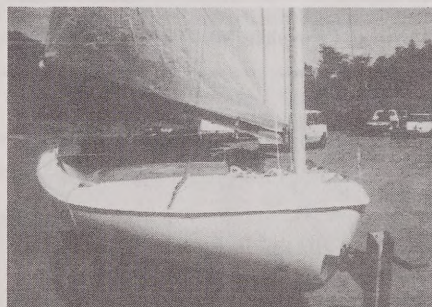
Super Dink, 16' performance dinghy prototype. Participated in *Yachting's* "One of a Kind" regatta. Constr FG over 3/8" pvc foam core, teak trim. Wt 160lbs, SA 100sf. Exc cond, 4hp Johnson, bimini top & trlr. Too old now to mess around in boats. Asking \$1,500, make offer.
GEORGE HART, Old Saybrook, CT, (860) 388-3806. (9)



20' Victorian Fantail Launch, '03, Elco FG hull, all mahogany interior & trim. Honda 9.9 OB, new EZ Loader trlr. Bronze wheel & cleats. \$22,000.
JOHN RUGGERIO, Salem, NH, (603) 898-5395. (9)

Late Season Reduced Price Offer, '87 Nimble 20, Ted Brewer designed canoe yawl *Chatterwug*. Bottle green hull, buff deck, tanbark sails. Featured in *MAIB* 4/1/92. Custom cabin incl pine paneling, teak shelves & cabinets, ample sail and anchor locker, Origo double alcohol stove, salty oil lamp, 5 curtained & screened ports, curtained potty for privacy. A comfortable weekender for 2. Bronze cleats, winches, & ports; compass, bimini, boarding rope ladder, 2 anchors, misc kitchen, docking, & safety equipment. Reliable 7.5 4 stroke Honda OB showing some wear, Holsclaw trlr, free mooring at Pine Island Marina, Groton, CT, for the '03 season are also incl. PRICE REDUCED TO \$7,000. Sailing dinghy w/all equipment & new oars available to buyer for \$500.
Inquiries: SUSAN LAWRENCE, (868)227 3824, PINE ISLAND MARINA (860) 445 9729, www.pineislandmarina.com. Details also available from owner JIM LACEY, <LACEY@EASTERN CT.EDU>. (9)

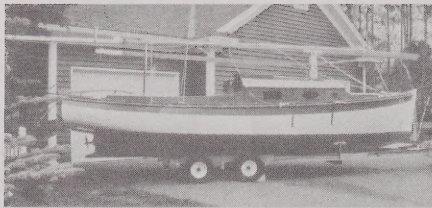
New Adirondack Guide Boats, \$11k to \$13k.
DAN SHEEHAN, Kingston, MA, (781) 585-5666. (9)



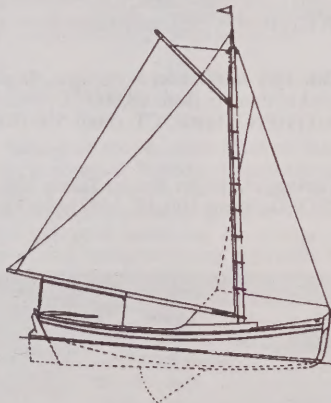
18' Penn Yan Canoe, '54, FG over orig cedar, vy gd cond. \$950/OBRO cash. **BB Swan**, '48, blt by Beetle Boat Co., 12'4"L x 6'W. FG w/wood trim, all orig, exc cond. \$1,850/OBRO cash. **16' Catboat**, hull only, 6' beam. FG over cedar. 80% compl. \$300 cash.
LEON POTHIER, Westfield, MA. (413) 562-2216. (9)



Martha Jane, '93 Bolger sharpie in VA, 23'6", 7" draft, grt cond, weatherly, perfectly balanced, sails original but vy well cut & in fine cond, roomy, firmly self righting, water ballasted (removable tank tops), aluminum mainmast, OB bracket allows open transom for swimmers, trlr new in '00. Many more upgrades. Serious inquiries only: \$5,500. ED HAILE, Champlain, VA, (804) 443 4813. (8)



Chapelle Designed '69 CB Sloop, 22'6" x 7'6". Prof blt mahogany over white oak. Palmer 8hp IB compl rbl'd '01. Tabernacle mast, 2 sets sails new '02 & '03. Custom cover new '03. Custom tandem trlr w/brakes new '01. Boat compl refinished '03. Must sell for health reasons. 1st time offered. In water in exc cond. Asking \$23,000. CHRISTIAN DAHL, Woodbury, MN, (651) 714-4311. (8)



18' Concordia Sloop Boat, designed/blt by Pete Culler at Concordia in '62. Exc cond, stored inside 15yrs. W/dual axle alum trlr. Asking \$6,500, might accept trade or part trade for gd cond car/truck. SCOTT ADAMS, Boston, MA, (617) 742-4554. (9)



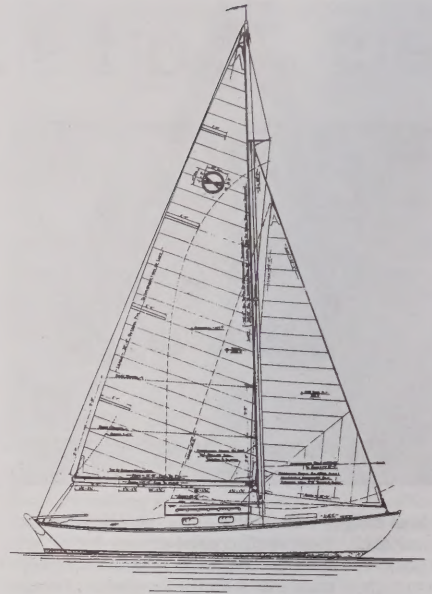
Chesapeake Deadrise, 32' x 10', built '89, Deltaville, VA. Hull in exc shape, cross planked bottom, strip planked from chine to rail, all about 1-1/2" thick, monel & stainless fastened. Volvo Penta (just rbl'd May, '02) w/280 outdrive. Small cuddy forward, pilot house aft, all open between. \$9,900 OBO. NED COSTELLO, Middle Haddam, CT, (860) 267 6847, <nedcoz@aol.com> (8)



14' Wood & Canvas Open Maine Guide Boat & Trailer, Exc cond, completely refurbished '02. \$1,500 for both. TOM OR ELLEN LAROSE, Framingham, MA, (508) 877-3245. (8)



12' Whitehall, FG hull, wineglass transom, blt by Golden Era Boats, Noank, CT. Exc cond, garage kept, teak floorboards/footrests/thwarts & trim. Shaw & Tenney spruce oars incl. \$1,300. KARL FISCHER, Marmora, NJ, (609) 390-0389 home, (609) 485-6159 work. (9)



24' Ostkust Sloop, Wkendr cruiser designed by Al Mason of Sparkman and Stephens for Rudder in '44. Blt by Joel Johnson (Bridgeport) '59. Mahogany hull on oak refastened '98, superb cond. Spls 2-4, new cushion covers, new sails, new covers. Roller reefing on boom. 12hp Vire IB, reliable power w/very little use. Stove, depth sounder, anchor, lines, compass, battery, pumps, extinguishers, fenders; all new. Located Maine. \$13,750. DAVID KELLAND, Arlington, MA, (781) 861 8981. (9)

Finn #761, Olympic Class single handed planing sailboat w/trlr ready to sail. \$900 OBO. H. CHAMPAGNEY, 77 Halladay Dr., W. Suffield, CT 06093, (860) 668-7695. (8)

Tremolino 23 Trimaran, always sailed off trlr which was rebuilt in '02. Tall rig & half moon amas. Main and screecher new '01. Hull #166 blt '89. Grt daysailer/camper. Close reach at 15-20kts. Pictures at <http://www.geocities.com/tremsetters/mods.htm>. \$5,500. GREY MCGOWN, Ft. Worth, TX, (817) 736 6454, gmcgown@charter.net (9)

21' Dovekie, Hull #67, shoal draft leeboard sharpie daysailer/cruiser. Green hull, white deck & interior, oars, rowing seat, back porch & dodger, bow CB. 2.7 Cruise & Carry OB, Edey & Duff galv trlr all in gd cond. \$4,000. ROBERT FORD, Bath, ME, (207) 443 9637. (9)

17' Blue Dolphin Sloop, '78 FG, vg cond. CB, 3 hatches (1 is ice chest), sails unused since professionally redone. Sears 3hp OB low hrs. Fast, steady. Capacity 6 adults. DON REINSFELDER, St. Louis, MO, (314) 434-3520, fiaque@sbcglobal.net (8)

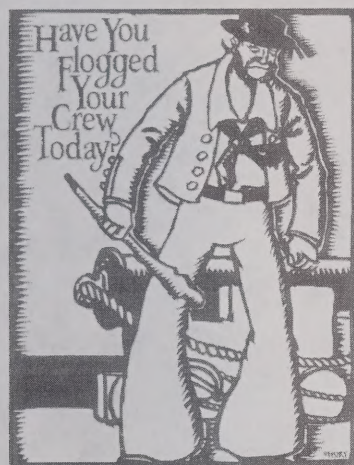
BOATS WANTED

AMF Alcort Minifish. AL COURTINES, Springfield, MA, (413) 731-9393, (508) 428-8943. (TF)

SAILS & RIGGING FOR SALE

29' Sail Track, w/16 slides, 2-12' & 1-5', bronze gooseneck. \$40. All new. JOE ROGERS, 24 Wood Terr., Framingham, MA 01702, (508) 872-4206. (8)

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A Tough Jacktar, holding his billy stick (18th C. British sailor) is featured on this T-shirt. Dramatic woodcut printed on an Ash Grey shirt. The words say it all! Perfect gift for any sailor, rower, or old salt! Medium-X large \$17.00, XXL \$19.00, S&H \$4.50 in North America. We accept Visa, Master Card & American Express. NORS, P.O. Box 143, Woolwich, ME 04579 USA, (207) 985-6134, Fax (207) 985-7633, <crew@norsgear.com> www.norsgear.com (TFP)

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Boatbuilding Machinery & Other Stuff, 10" Ryobi Planer, 3yrs old w/bench & accessories. As new cond. \$250. 9" Craftsman Table Saw, w/blade guard & extensions, mounted on legs. \$75. 4" Jointer, w/motor & bench, switch mounted on bench. \$30. 1/3hp Motor, used. \$5. JOE ROGERS, 24 Wood Terr., Framingham, MA 01702, (508) 872-4206. (8)

Masts or Proa Crossarms? Matched pr of heavy wall structural FG tubes, slightly tapered, about 21" long x about 7" diam. Ends capped, linpoly painted, new cond. Gd for big cantilevered loads. Asking \$950. Call to discuss. JIM RICHARDSON, Essex, MA, (978) 768-6429 days, islanadroad@earthlink.net (9)

Wee Lassie Building Form, free, come pick it up. BOB KUGLER, Fairfield, CT, (203) 203-3049, <enku451@rcn.com> (9)

'59 Evinrude OB, 35hp shortshaft tiller steer. Less than 150hrs. Looks as new, bought new. \$1,500. **16hp Kohler**, 1 cyl air cooled electr start. Low hrs. \$450. **Chris Craft Parts**, prop 23 x 12 RH, 64" x 7" SS shaft new, rudder, log & arm, thru-hull fittings, sinks, head, head repair kit, 1/2 rnd SS trim (about 110'). Make offers. G. BEMENT, San Jose, CA, (408) 266-5796. (9)

Adirondack Guideboat Plug, 16'L x 40" W x 12" D, Bliss of Lake Placid, NY, livery boat. Hull/deck lines softened for molding. More than 400hrs invested. \$8,900. **Longnose Cruising Canoe Mold**, 17'L x 33" W x 12" D, high volume low draft, partial decked. Shallow-vee w/soft end rocker. Lines from Cree-Ojibwa rice harvester. End proportions similar to Robertson (Old Town co-founder). Stable, fast cruising camper. \$9,300. DAN SHEEHAN, Kingston, MA, (781) 585-5666. (9)

X-Oarcizer, converts an Alden Oarmaster 1 drop-in unit for indoor workouts. Hydraulic pistons fit onto outriggers and accept 3" aluminum stub "oars". \$75 plus shipping. BOB KUGLER, Westport, MA, (508) 636-2236, enku451@rcn.com (9)

SALES & RIGGIN FOR SALE



Spinnaker, 260sf, red, white, blue nylon w/pole, shoot scoop launching/retrieving system. Exc cond. \$400 cash. **New Tanbark Gaff Rig Sail**, 125sf, w/alum spars. \$975 OBRO cash. **Marconi Rig Sail**, 17'6" x 8'6" approx 86sf, no spars, used. \$45 OBRO. LEON POTHIER, Westfield, MA, (413) 562-2216. (9)

GEAR WANTED

Power Head, for 2.5hp, 2 cyl Johnson OB Mod. #J3RCUA. Will consider buying complete OB if reasonably priced. DON McCUE, Chiefland, FL, (352) 493 0070. (9)

Alden Oarmaster 1 or 2. PAUL LEFEBVRE, Gainesville, FL, (352) 376-4977, lefebvre@bellsouth.net (9)

BOOKS & PLANS FOR SALE

26' Dory Cruiser, designed by Tom Beard. Incl offsets & constr details. For either gas or Diesel sail drive. Const planking over oak, ply superstructure. Trlrble. Study Plan \$3, building plans \$50.

DICK BJORUM, 2038 Town Rd. 492, International Falls, MN 56649, bjtroll@northwinds.net (9)

BOAT PLANS & KITS - WWW.GLEN-L.COM: Customer photos, **FREE** how-to information, online catalog. Or send \$9.95 for 216-PAGE DESIGN BOOK, includes FREE Supplies catalog. Over 240 proven designs, 7'-55". "How To Use Epoxy" manual \$2.00. GLEN-L, Box 1804MA33, 9152 Rosecrans, Bellflower, CA 90707-1804, 562-630-6258 www.Glen-L.com (TFP)



Nutmeg (aka \$200 Sailboat), Bolger design, 15'6" x 4'6". Plans w/compl directions. \$20. DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411, <davecarnell@att.net> (TFP)

"Sleeper", 7'10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3. EPOCH PRESS, 186 Almonte Blvd., Mill Valley, CA 94941 (TFP)

WoodenBoat Magazines, Vol I. Also compl sets from '77 to '94. Mint cond. All for \$250. RALPH NOTARISTEFANO, Northport, NY, (631) 757-3087. (8)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet. DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

MISCELLANEOUS MARINE RELATED FOR SALE

www.kleppers.org. (TFP)



Vacation Rental Waterfront, 100yr old refurbished cottage off lower Potomac River nr Leonardtown, MD. Suitable for 3 couples or 2 families. Slps up to 10. Incl protected deepwater slip & several small craft. \$1,000-\$1,350/wk. LEONARD EPPARD, Lorton, VA, (703) 550-9486. (TF)

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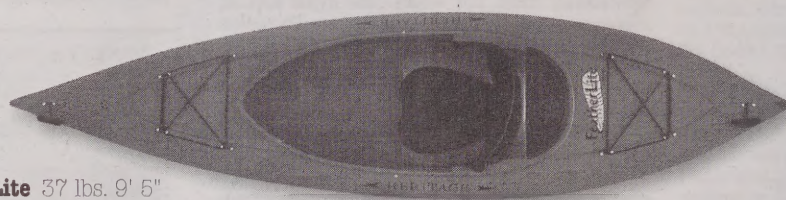
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